

CITY OF EAGLE LAKE
DECEMBER 5, 2022
CITY COUNCIL MEETING AGENDA
705 Parkway Avenue at 6:00 P.M.

City Council meetings are held the first Monday of every month at 6 p.m. All meetings are open to the public. If you wish to address the City Council in person, please contact City Hall at 507-257-3218 or email krausch@eaglelakemn.com or jbromeland@eaglelakemn.com. Written comments or questions for the City Council can be submitted via USPS, email, or dropped off at City Hall. City Council meetings are now live streamed to the City of Eagle Lake's official YouTube Channel. To view meetings, please visit the City of Eagle Lake website at eaglelakemn.com and click on the "City of Eagle Lake MN City Council Meetings" icon on the home page of the website.

The City Council is provided with background information for agenda items in advance by staff, committees, and boards. Many decisions regarding agenda items are based upon this information, as well as: city policy and practices, input from constituents and a Council Members personal judgment. If you have any comments, questions or information that has not yet been presented or discussed regarding an agenda item, please ask to be recognized by the mayor during the "Open Public Comments" section on the agenda. Please state your name and address for the record. All comments are appreciated.

CALL TO ORDER

ROLL CALL

___ Auringer ___ Steinberg ___ Rohrich ___ White ___ Whittington

OPEN PUBLIC COMMENTS

Persons may take one opportunity to address the council for **three minutes** on a topic not on the agenda. Persons commenting on consent agenda may use this opportunity to speak. There will be no discussion or action taken at that time. This is merely to inform the City Council of your issue(s) or concern(s) and for City Staff to do further research.

APPROVAL OF THE AGENDA

APPROVAL OF MEETING MINUTES

- City Council Meeting Minutes from November 7 and 18, 2022 Pg. 3

CONSENT AGENDA

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| 1. Monthly Bills | Pg. 18 | 2. Treasurer's Report | Pg. |
| 3. Police Report | Pg. 53 | 4. Fire Report | Pg. 57 |
| 5. Public Works Report | Pg. 59 | 6. Building and Zoning Permits | Pg. 60 |
| 7. Gambling Report | Pg. 61 | 8. Resolution Accepting Donation to Parks | Pg. |
| 9. Resign of Chelsea Britton from Fire Department | Pg. 63 | 10. Resign of Jacob Fangmann from Fire Department | Pg. 63A |

PUBLIC HEARING

- 1. Truth-In-Taxation Hearing for Final Property Tax Levy Collectible in 2023 Pg. 64

PRESENTATIONS

- 1. Bradford Development: Mankato Motorsports Park Project Pg. 99
- 2. Mike and Erin Guentzel: Citizens Against Motorsports Park (CAMP) Pg. 101
- 3. Brian Sarff with Bolton and Menk: Water Tower Rehabilitation Bids Pg. 102

If you have any questions, please feel free to contact City Hall at 507.257.3218 or email at jbromeland@eaglelakemn.com.

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| 4. Randall King with Prokore Inspections: Building Inspection Services | Pg. 106 |
| 5. Alejandra Bejarano with Region 9: Presentation of Strategic Economic Development Plan | Pg. 111 |
| 6. Al Kiefer and Mitch Kleist: MAYBA Agreement | Pg. 192 |

OLD BUSINESS

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| 1. Detachment Request from LeRay Township for Parcels Annexed for MMS | Pg. 198 |
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NEW BUSINESS

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| 1. EIS Need Decision for Mankato Motorsports Park Supplemental EAW | Pg. 217 |
| 2. Water Tower Rehabilitation Project Bids | Pg. 352 |
| 3. Minnesota Rural Water Midi Loan Program for Water Tower Rehabilitation Project | Pg. 356 |
| 4. Resolution Adopting Final Tax Levy Collectible in 2023 | Pg. 367 |
| 5. Developer’s Agreement between Fox Meadow Townhomes LLC and City of Eagle Lake | Pg. 370 |
| 6. Planning Commission Recommendation for Fox Meadow Final Plat | Pg. 383 |
| 7. Pricing for F-250 for Public Works Department | Pg. 402 |
| 8. MetroNet Quote for Fiber at City Locations | Pg. 406 |
| 9. Resolution TA Application | Pg. 421 |
| 10. Release of Escrow for Eagle Ridge, Phase II, from KJ Walk | Pg. 431 |
| 11. Parking along County Road 56 in Eagle Lake between Highway 14 and County Road 17 | Pg. 435 |

OTHER

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| 1. Fox Meadows TIF Agreement Modification | Pg. 438 |
| 2. Plaque Presentation Thanking Mayor Auringer for Many Years of Dedicated Service | Pg. 458 |

CITY ADMINISTRATOR REPORT

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| 1. Builders Workshop with MPCA – Postponed to 12/15 Due to Weather | Pg. 459 |
| 2. Recap of Fall Sewer Customer Meeting | |
| 3. Preparing for EAB Grant Application | |
| 4. Indoor Rec on the Go through MAPS Community Education and Recreation | |

COUNCIL MEMBER’S REPORT

ANNOUNCEMENTS

- Next Regular **City Council** Meeting -January 9, 2023 at 6:00 p.m., City Hall – Council Chambers, 705 Parkway Avenue
- Next Regular **EDA** Meeting – December 22, 2022 at 6:45 AM, City Hall-Council Chambers, 705 Parkway Ave
- Next Regular **Park Board** Meeting – December 8, 2022 at 6:45 AM, City Hall-Council Chambers, 705 Parkway Ave
- Next Regular **Planning Commission** Meeting – December 19, 2022 at 6:00 PM, City Hall-Council Chambers, 705 Parkway Ave

ADJOURNMENT

**CITY OF EAGLE LAKE
CITY COUNCIL MEETING
NOVEMBER 7, 2022**

CALL TO ORDER

- Mayor Auringer called the meeting to order at 6:00 p.m.

ROLL CALL

- Council Members present: Garrett Steinberg, Beth Rohrich, Anthony White (arrived at 6:14 p.m., John Whittington (arrived at 6:05 p.m.), and Mayor Tim Auringer.
- Staff present: City Administrator Jennifer Bromeland, Police Chief John Kopp, Public Works Director Andrew Hartman, and Deputy Clerk Kerry Rausch.

PUBLIC COMMENTS

- Mike Guentzel, 60374 224th Lane, Madison Lake MN, stated that a piece of his comments was not included in the Council packet and some of the items included are not in color and asked if the Council and developer saw this information. Administrator Bromeland stated that all of Mr. Guentzel's comments have been forwarded to the City Council members and the developer.

APPROVAL OF THE AGENDA

- Council Member Steinberg moved, seconded by Council Member Rohrich, to approve the agenda as presented. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

APPROVAL OF MEETING MINUTES

- Council Member Steinberg moved, seconded by Council Member Rohrich, to approve the Council minutes as presented. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

CONSENT AGENDA

- Council Member Rohrich moved, seconded by Council Member Steinberg, to approve the consent agenda.
 - Monthly Bills
 - Treasurer's Report
 - Police Report
 - Fire Report
 - Public Works Report
 - Building & Zoning Permits
 - Gambling Report
 - 2023 Liquor Licenses
 - Resolution Designating 2023 Polling Place
 - Resolution Accepting Donation from Girl Scouts
 - Authorization to Renew Dental Insurance Contract-Delta Dental
 - Resignation of Ron Rose from Planning Commission
 - Resolution for Fire Relief Pension Actuarial Service
- Mayor Auringer expressed his thanks to Ron Rose for his years of service on the Planning Commission.
- The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

PRESENTATIONS

1. Bradford Development: Mankato Motorsports Park

- Administrator Bromeland explained the comment period for the Supplemental Environmental Assessment Worksheet (EAW) for the Mankato Motorsports Park Project began on September 20th and ended on October 20th. Following the public comment period, the decision on the need for an EIS shall be made within 30 days of the close of the comment period. Council will need to determine if there is sufficient information to make the EIS need decision and prepare a record of decision including findings of fact and responses to all substantive comments.
- Dan Donayre with Bolton and Menk, reviewed the Court of Appeals items to be addressed which included the project's effect on wildlife, the DNR's comment that Lake Eagle is designated as a wildlife lake, the noise impact from this project, and the impact of noise on the shore of the lake.
- Council discussion included the desire that the responses to the DNR's comments be fully vetted.
- The City's attorney, Chris Kennedy, addressed the proposed native grasses and stated he did not see this is allowed in City code. He went on to stated that if Council desires, Council could address this item.
- Mr. Donayre addressed sound modeling and stated there are no parameters. There are no studies or models, so this was looked at from a traffic standpoint. He also explained there is an unpublished sound study in the works and that he contacted the researcher who has looked at this and found no indication of effect on migrating birds.
- Mr. Donayre presented the following findings: there is no need to conduct an in depth wildlife use survey due to no public data suggesting that waterfowl utilize the lake for nesting. Research suggests that racing noise will not significantly impact waterfowl behavior and racing will not take place during prime inversion periods between dusk and dawn, therefore increases to existing noise levels will be minimal. The current habitat quality isn't significantly suitable for potentially sensitive species because of the dominant plant community, and hunting season is already a known disturbance to waterfowl and Eagle Lake is open to waterfowl hunting.
- The following are responses to MN DNR comments received. Noise from highway and development cannot be cumulated. Noise propagates best under inversion conditions which typically occur at nighttime and early morning hours. The track will not operate at night, so maximum noise from the track typically is not at the same time as maximum noise from the highway. Mitigation of wetland impacts within the Eagle Lake basin will be mitigated through the MN Wetland Conservation Act permitting procedures along with Section 404 of the Clean Water Act. A landscaping plan will be developed during the final design to address the vegetation management plan. Reseeding and landscaping materials will be free of invasive plants or plant parts and will be focused on the use of native plants. The project will work to minimize disturbance of areas not planned for construction. When possible, the MN DNR Conservation Management Guidelines for the Rusty Patched Bubble Bee will be followed. The development will meet all state and local water quality measures. Measures include, but are not limited to, stormwater retention ponds, bioretention swales, raingardens, and other stormwater control features. Other stormwater management features will be determined during the final design. Lighting will follow City Ordinance Section 6.240 Landscaping and Screening, Subd. 6. Exterior Lighting. Full cut-off lighting with wattage and lumen levels similar to those typically found in similar developments will be used.
- Noise analysis included five receptors which were modeled, three along the lake shore by the track, one in the center of the south lake and one on the south side of the lake by Highway 14. They combined the proposed track noise with existing traffic volumes. The noise results showed existing maximum modeled noise levels from Highway 14 traffic at the Eagle Lake receptors similar to (within 1dBA) the maximum noise level impacts from the track predicted at these same locations during a daytime track event. He stated that human perception of noise levels includes a sound increase of 3 dBA is barely perceptible to the human

ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. The modeling results show there would not be a high decibel increase to deter wildlife.

- Mayor Auringer stated he was looking for this report to contain written responses to all of the comments and that he would like to see this addressed prior to making a decision.
- Mayor Auringer proposed to postpone a decision for up to 30 days to allow for written responses to be received. His biggest concern is the DNR letter and that there could be a continual noise question, unless addressed.
- It was asked if the Steffensmeier project was factored into this review.
- Mayor Auringer asked that written responses be provided to the City two weeks prior to the December 5th City Council meeting.
- Mayor Auringer moved, seconded by Council Member Steinberg, to declare insufficient information and to postpone the EIS decision to the December 5, 2022 City Council meeting. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

2. John Graupman, Engineer with Bolton and Menk: Presentation of Quotations Obtained for SCADA System, and Overview of Water Tower Rehab Bidding Timeline and Project Schedule

- John Graupman with Bolton and Menk stated City staff have looked at features and options for a SCADA system and that recently the lift station had an acute failure. Two bids were received for Council consideration for the purchase of a SCADA system and it was recommended for Council to consider the bid from MN Pump Works in the amount of \$162,635, which came in below the engineered estimate.
- The quote includes panels at the lift station, water tower control and lift station controls. The estimated completion date for installation is April 30, 2023, but it was noted with supply chain issues this could be delayed.
- This system is a complete system and can be integrated into a water plant system in the future.
- Public Works Director Andrew Hartman stated unknown issues may not be identified until installation. The current system is using only two pumps and the alarm systems is only for high-level alarms, no low-level alarms.
- Administrator Bromeland explained the City has received \$337,354 in ARPA funds that will need to be expended by December 31, 2024. Per an inquiry to the City's auditor, if an expenditure would be eligible to receive financial assistance through the Environmental Protection Agency's Clean Water State Revolving Fund (CWSRF) or Drinking Water State Revolving Fund (DWSRF), then the expenditure is eligible under ARPA. An inquiry was submitted to MN Public Facilities Authority (PFA) asking if this expenditure would be eligible under CWDRF or DWSRF and PFA has indicated the expenditure would be eligible.
- Council Member Rohrich moved, seconded by Council Member Steinberg, to accept the bid for the SCADA system from MN Pump Works in the amount of \$162,635 and to utilize ARPA funds for this purchase. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
- Mr. Graupmann recommended that bids for the water tower rehab project be let November 30th. The depreciation rate/life cycle for such a project is 20 years and this project is over due by that standard. The proposal is to have this project completed by July 1, 2023 which would be prior to Tator Days. Due to weather, the earliest anticipated start date is April 15th and this would be an eight (8) week project to fully recoat the interior and exterior of the tower. The final painting and design of the exterior finish does not need to be determined at this meeting.
- Council discussion included that there is no warranty for mildew issues. Darker colored bases of towers will help hide such an issue. If there is an eagle on the tower we may want to look at obtaining resident input on the design.

3. Christopher Talamantez with MAPO: Pedestrian Connectivity Study

- Mr. Talamantez presented the findings for the Eagle Lake connectivity study along CSAH 27 (Agency Street) between Thomas Drive and 211th Street and explained the goals for the study were identifying pedestrian and bicycle access, safety for all users, environmental compatibility and financial responsibility. Public input was obtained through an open house at City Hall in July, digital correspondence and through a presentation to City Council in August.
 - Four alternatives were presented which included a west side sidewalk with boulevard, east side sidewalk with boulevard, east side shared use path with boulevard, and off-road shared use path. Alternative #3, an east side shared use path with boulevard was the recommended option. The final report is being drafted.
 - Council discussion included if this project is feasible.
 - Administrator Bromeland explained that she submitted a letter of intent for Transportation Alternative funding and noted that only construction costs would be allowed and that there is a 20% City match if funded. Funds would likely be available for 2027.
4. Lisa Graphenteen, Development Services Inc.: Affordable Housing Action Plan for Mankato Area
- Ms. Graphenteen explained that she has been working with Mankato and Blue Earth County on a housing study, looking at housing needs and what communities want. She wants to ensure that the cities of Blue Earth County have the opportunity to participate in this voluntary process.
 - Council input included that the challenge is affordable housing, the starter home market. The city does not have assisted living options which forces people to move out of Eagle Lake, there is a lack of slab on grade/patio homes and senior living communities, the older homes are expensive to do upgrade, the mobile home park is a potential focus area with code changes, the city need to be aware of rental market and the possibility of over saturating community with rental units.

PUBLIC HEARING

- None

OLD BUSINESS

1. Regency Mobile Home Park

- Administrator Bromeland stated she has been in contact with Regency's Park manager who stated they are having dumpster issues. Ms. Stumne anticipates that 4-5 units will be removed yet this year and the rest in 2023.
- Administrator Bromeland and City Attorney, Chris Kennedy, have reviewed City code relating to mobile homes.
- Two building permits applications have been applied for to bring in new units.

NEW BUSINESS

1. Detachment Request from LeRay Township for Parcels Annexed for Proposed Motorsports Park

- Administrator Bromeland explained that a letter has been received from LeRay Township requesting that the detachment process be started for the parcels annexed into City limits for the Mankato Motorsports Park project. She also explained that the reversion clause in the orderly annexation agreement stated that should the property not be developed and retain its rural character, thirty-six months after the execution of this agreement, the property shall revert back to the township with the parties agreeing to follow the detachment process as outlined in Minnesota Statutes Section 414.06. This agreement was signed by LeRay Township on October 8, 2019.
- If the city and township do a joint resolution to detach the property and a petition is received from all of the property owners, then no mediation hearing is required. If the city and township do a joint resolution to detach the property and no petition request is received from all the property owners, then a hearing will be

scheduled and mediation is required. City staff have been advised to expect the process of mediation to cost around \$10,000.

- Chris Kennedy recommended that this be tabled until after the next meeting because the Council is still looking at the EIS. If the city decides to move forward with the detachment process, he expects that mediation would be needed.
- Mayor Auringer stated that if all property owners don't join in and this goes to mediation, the state is reluctant to detach if the parcel may be developed within 10 years or so.
- Council Member Whittington moved, seconded by Council Member Rohrich to table the detachment process until after the EIS decision for the Mankato Motorsports Park decision has been made, to allow for a better understanding of how to proceed. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

2. Pricing for Water and Sewer SCADA System

- See Presentations.

3. Proposal to Replace Main Lift Station Pump

- Administrator Bromeland explained that in addition to the SCADA System, there are other immediate needs. Public Works Director Andrew Hartman is requesting that the City consider utilizing American Rescue Plan Act (ARPA) funding to replace pump #3 at the main lift station. Per Mr. Hartman pump #3 is approximately 14 years old and has about 8,000 pumping hours on it and should be replaced soon.
- A quote from MN Pump Works has been received for a new pump and installation in the amount of \$21,370.69.
- Mr. Hartman stated that he has spoken with the pump inspector, and it is time to replace this pump to avoid an emergency. He also stated the current pump can be rebuilt to use as a backup. Expected pump hours range from 8,000-10,000 hours. The other two pumps at the main lift station have been replaced within the last five years. Mr. Hartman recommended utilizing MN Pump Works for this project since they will be the company that provides service work, and this is the pump they use.
- Council Member Rohrich moved, seconded by Council Member White, to authorize the use of ARPA funds to purchase of a pump for Well #3. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

4. Proposal for Maintenance of Well #3

- Administrator Bromeland explained that Public Works Director Andrew Hartman is requesting the City consider utilizing ARPA funding to perform maintenance needed on Well #3. Mr. Hartman has indicated the capacity of the well and pump rate have been declining since 2014 and maintenance is needed.
- An estimate from Their Well has been received to set a drill rig up over the well, drill and lift debris out of the well. The estimated cost to clean and develop the well is \$23,750, however the actual invoice will reflect actual time and materials. Their Well has provided well maintenance on the City's wells for many years.
- John Graupman with Bolton and Menk stated the soft sand stone is starting to impact capacity, there is no emanate failure, but this needs to be cleaned out.
- Council Member Steinberg moved, seconded by Council Member Rohrich, to authorize the use of ARPA funds and to accept the quote from Their Well to provide maintenance on Well #3. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

5. Pay Estimate No. 1 and Final for 2022 Sanitary Sewer and Watermain Extension Project

- Administrator Bromeland explained that the contractor's pay request number 1 and final for the 2022 sanitary sewer and watermain extension project is \$28,811.50.
- The city was unable to obtain the necessary easements from the Ragan family to move ahead with the full project. Instead, the project scope was reduced to the installation of a new hydrant.

- Council Member Steinberg moved, seconded by Council Member Rohrich, authorizing the payment of \$28,811.50 to the contractor Bromeling Excavating. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
 - Administrator Bromeland stated that City code requires the property owners be connected to utilities and that she has not heard from these property owners.
6. Certification of Special Assessment
- Administrator Bromeland explained that cities must certify special assessments to the County Auditor no later than November 30th each year per Minnesota Statute 429.061, Subdivision 3.
 - City staff have compiled a listing of properties which will be assessed if payment is not received prior to November 30, 2022. Past practice has been that assessed balances are charged interest at 4%. City staff has sent notice to the properties advising that if payment is not made, the unpaid charges will be assessed for collection with property taxes. Included in the notice was the process to contest any unpaid charges.
 - Council Member Steinberg moved, seconded by Council Member Whittington, the authorization to assess unpaid charges to Blue Earth County's property taxes. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
7. Request from 100 Valley Lane to Defer Connection to Public Sewer until 2023
- Administrator Bromeland explained that Scott Wangen recently purchased 100 Valley Lane and that the property is zoned R-3 and has a single-family dwelling on it with a septic system. The property owner is aware that City sewer is available and that connection is required, however, the property owner has expressed that he plans to redevelop the property in 2023 and is requesting the ability to defer connection to public sewer until that time.
 - Administrator Bromeland also stated that Blue Earth County does not have record of this property being on a septic system and that the property owner has 10 months to upgrade or abandon the septic system in Blue Earth County.
 - Council asked if a rental license, if sought, could be denied until septic system is addressed.
 - Attorney Kennedy stated it is acceptable to defer the connection to the sewer until 2023, but that it will need to be taken care of within 10 months. It is also acceptable to not issue a rental license if there is a septic in use.
 - Council discussion included that the 10 months begins at the date of purchase of the property.
 - Chris Kennedy recommended that Council give Mr. Wangen 6 months from November 7, 2022 to determine what he will be doing with the property.
 - Council Member Steinberg moved, seconded by Council Member White, to grant Mr. Wangen's request to deferring connection to the City's sanitary sewer for six months from the date of property purchase and to deny any rental license requests until the property is connected to the sanitary sewer. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
8. Request from Utility Customer to Waive NSF Fee
- Administrator Bromeland explained that a request was received asking for the returned check fee to be waived. This customer has not have a history of past insufficient funds or dishonored check fees.
 - The customer indicated in their letter that this situation occurred due to a death in the family and the funds being frozen.
 - Council Member Steinberg moved, seconded by Council Member White, to grant request to remove NSF charge from their account. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
9. Request from Utility Customer to Waive Outside Water Charge
- Administrator Bromeland stated a request was received from a resident to waive outside water charge. The resident indicated that someone turned on his outside water while he was out of town and water entered his

basement and flooded his furnace room. The customer has not paid his bill and now there is an \$8 late fee applied. Due to the charges being for outdoor water, no sewer charges were applied.

- Council discussion included this was an unfortunate situation, but concern was expressed about granting such a request due to the possibility of other such requests in the future.
- Council Member Rohrich moved, seconded by Council Member Whittington, to remove the \$8 late fee and to deny the request for outdoor water fees being removed from the account. Motion carried with Council Members Rohrich, White, Whittington and Mayor Auringer voting in favor. Council Member Steinberg voted in opposition.

10. Agreement with Xcel Energy for Street Lighting

- Administrator Bromeland stated that per the developer's agreement with KJ Walk for Phase II of the Eagle Ridge subdivision, the City of Eagle Lake is responsible for street light installation. Before Council is an agreement with Xcel Energy for the installation of five (5) streetlights in Phase II. The total cost is anticipated to be \$2,186.68. If the lights can be installed before the ground freezes, the total cost will be \$951.68.
- Administrator Bromeland also stated that staff has reviewed other development agreements for Eagle Lake and it appears that street light installation has typically been the responsibility of the developer. Depending on the size of a development and potential cost to extend electric utilities, staff recommends that future development agreements be written so that street light installation is the responsibility of the developer and not the city.
- Council discussion included that Xcel Energy designs the street lighting plan and the distance between lights.
- Mayor Auringer moved, seconded by Council Member Rohrich, to approve the agreement with Xcel Energy. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

11. Recommendation to Hire Full-Time Public Works Worker

- Administrator Bromeland explained that three full-time candidates were interviewed by Andrew Hartman, Jennifer Bromeland and Jessica Steinke with the Minnesota Valley Council of Governments. The hiring committee unanimously recommends that Nathan Ruel be hired as a full-time Public Works Worker with a start date of December 5th. A conditional offer of employment has been extended to Mr. Ruel, and he has accepted, this offer is contingent upon the successful completion of a background check, physical examination, and drug and alcohol testing. Other conditions of employment include the ability to possess a valid MN Class D Water Supply System Operation certification and a valid MN Class S/C Wastewater Operation certification within two years from the date of hire. Mr. Ruel must also possess a valid driver's license and be able to drive in the State of MN. Within 90 days of employment, Mr. Ruel must acquire a valid MN Class B driver's license. The City of Eagle Lake will pay for training costs and licenses required for the position.
- Mr. Ruel will be hired at \$19.46 per hour with the opportunity for a step increase following the completion of six months of service and a satisfactory performance evaluation. Another step increase will be possible following the completion of one year of service and a satisfactory performance evaluation. After the first year of service, step increases will occur annually so long as the employee receives a satisfactory performance evaluation.
- Cit staff compiled year to date information and projections for the remainder of the year. The analysis included two director's wages, and an additional full-time public works worker for the month of December. The final amount at year end for wages will vary based on actual hours worked and overtime. Overtime estimates are factored into the projected wages. Overall, streets and parks are projected to be slightly over budget, while storm, water and sewer are anticipated to be under budget. Wages are cost allocated by varying percentages to the streets, parks, storm, water and sewer budgets.

- Council discussion included the desire begin advertising for a 4th full-time public works worker the beginning of January.
- Andrew Hartman asked Council if it would be ok to utilize an emergency backup snowplow driver this year if needed, paying \$20 per hour.
- Council Member Whittington moved, seconded by Council Member Rohrich, to hire Nathan Ruel as a full-time Public Works Worker. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
- Administrator Bromeland suggested that discussion take place about future plans to hire a 4th full-time public works worker. It was noted that there has been a lot of movement in the public works department with the notice of retirement and promotion and filling of positions. Administrator Bromeland cautioned commencing the hiring process too soon because typically once a candidate is selected for hire, they want to start soon. It was noted that a 4th full-time public works worker should not be hired to start until Mr. Goettl retires due to budgetary concerns with carrying 5 full-time public works employees on the payroll at one time.
- Council Member Steinberg moved, seconded by Council Member Rohrich, to begin advertising for a 4th full-time Public Works Worker in early January 2023. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
- Council Member Rohrich moved, seconded by Council Member Steinberg, to authorize using Matt Lee as an emergency snowplow driver at \$20 per hour. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

12. Hiring Timeline for 4th Full-Time Police Officer

- Administrator Bromeland explained that discussion took place at the October 3rd meeting about the possibility of hiring a 4th full-time officer. Past practice has been to post internally and if no interest to then post externally. Upon receipt of a letter of interest from an internal candidate an interview could be held. If the internal candidate is deemed suitable and meets required qualifications a recommendation to promote could be made at the December 5th meeting with a January 4th start date. If there is no viable internal candidate, the position would need to be posted externally.
- Council discussion included the desire to allow the internal candidate time to patrol on their own after the training period and the desire to push back the hiring decision until January 2023.
- Chris Kennedy stated it is acceptable to promote from within and that he does not expect many applications would be received from external candidates.
- Council asked that Chief Kopp bring to the Council in January or February how the officer in training is doing.

OTHER

1. Recap of Recent All Seasons Arena Board Meeting

- Administrator Bromeland stated she attended the All Seasons Arena (ASA) meeting on October 14th. Topics discussed at the meeting included debt service scenarios and a draft Joint Powers Agreement (JPA) for the ASA. A question was asked if the City of Eagle Lake could still be an “operator” without being part of the JPA. The board indicated that the City of Eagle Lake could not be an operator without being a member of the JPA.
- Council Member White stated that the City could make a donation to ASA if they would like to.

2. Minimum Maintenance Road and Speed Limit Inquiry

- Administrator Bromeland explained that staff was notified by a resident of a recent incident in which they were walking along the minimum maintenance road when a vehicle drove by at what appeared to be an

excessive speed. The resident asked if speed limit signs should be posted and cited a concern for pedestrian safety in this area.

- Administrator Bromeland also stated that she too has personally experienced a recent incident in which she was running along the edge of the minimum maintenance road and a vehicle drove by at what felt like a fast speed and was just a couple of feet away from her. The vehicle did not slow down or move over as it went by and there was a cloud of dust.
- Both the police and public works departments were notified of this situation and were asked for their input regarding the appropriateness of speed limit signage.
- With recent maintenance performed on this road, during the Agency Street project and again this summer, there may be an increase in drivers utilizing the road and speed patterns increasing due to the improved condition of the road.
- If land on either side of the road were to be developed in the future, a city street would most likely be constructed.
- Council discussion included putting up the road closed signs for the winter, the need to find a long-term solution and the need to make a legal determination as to where the road is located, in the city or in the township.

CITY ADMINISTRATOR REPORT

1. Recap of Meeting with MnDOT Regarding Trail Responsibility

- Administrator Bromeland and Public Works Director Hartman met with Mathew Thibert with MnDOT to talk about an upcoming Highway 14 preservation project and ADA upgrades to the trail by Casey's and the railroad tracks. The question was posed during the meeting asking if the City would like to take over maintenance of the trail along Highway 14. It was noted that the City declined to take responsibility for the trail back in 2016 and that the matter would have to be reviewed by the City Council. Several questions were posed and scenarios contemplated. Mr. Thibert indicated that he would investigate the questions and schedule a follow up meeting and eventually appear before the City Council. This is a recreational opportunity for the City to consider as it relates to the trail and access to the pond and possible walking path around the pond.

2. Timeline for New Copier

- The copier lease agreement and terms and conditions were both reviewed by the City's legal counsel and an attorney from the League of Minnesota Cities that performs contract reviews at no charge. It is anticipated that the new copier from Loeffler will arrive in the next month or so. In the meantime, the City will continue to utilize the existing copier from Metro Sales. Loeffler will buy out the remaining lease. The City will realize a significant cost savings once the new copier arrives and service agreement begins.

3. Truth In Taxation Hearing

- The Truth In Taxation hearing is scheduled for the December 5th City Council Meeting. Health insurance rates are now available and will be adjusted accordingly.

4. RFP for IT Services

- The City has contracted with CTS since 2014 for IT services. City staff reached out to CTS with concerns about increasing costs and inquired about ways to reduce costs. No options have been presented to help the City reduce costs. City staff would like to consider exploring putting together an RFP for IT services to reduce costs. Council Member Whittington is willing to assist with Council approval.
- Council Member Rohrich moved, seconded by Council Member White, authorizing staff initiate and RFP for IT services, with the assistance of Council Member Whittington. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

5. Letter of Intent Submitted for Transportation Alternatives (TA) Funding for Shared Use Path
 - A letter of intent has been submitted for federal funding for a shared use path between Thomas Drive and 211th Street, a sidewalk segment on the north side of 211th to Maple Lane, and a sidewalk segment on the east side of Agency Street from Thomas to Blace. There is no obligation to the city if it is decided not to pursue a shared use path or sidewalk segments as described. The overall estimated cost is \$120,000 for 211th to Thomas, \$76,000 from 211th to Maple Lane, and \$74,000 from Thomas to Blace. Of this amount, the City's share would be 20%.
6. Siren Coverage
 - The City received a call from a resident stating they could not hear the siren located by Regency Mobile Home park.
 - Frontline Warning Systems reprogrammed the outdoor warning sirens in Eagle Lake this past August as part of the siren upgrading process in Blue Earth County. They needed to change the encoding format and radio frequency to allow the County's new automated siren activation software to activate all the siren throughout the County. Frontline Plus was asked at that time to review siren coverage so that funding could be set aside if additional sirens were needed or if siren replacement is coming up. There are three sirens in Eagle Lake, two of the sirens were converted this past August. The siren at the fire hall will need a new radio/controller because it is too old to be programmed. The siren still works but eventually will need to be replaced. Staff is awaiting pricing to replace this siren. It will likely be around \$20,000 to replace a siren.
7. Public Hearing Notice from Mankato Township Planning Commission
 - Eagle Lake receives public hearing notices from the Township when a property is within 2 miles of Eagle Lake.

COUNCIL REPORTS

1. Council Member Rohrich asked for an update on the Rykhus property being connected to city sewer. This connection has been made.
2. Mayor Auringer stated he has attended his last MAPO Policy Board meeting as Mayor and stated that Eagle Lake will need to appoint a Council representative to sit on this board.
3. Mayor Auringer stated he has attended his last Region 9 Development meeting as Mayor. The City may want to consider nominating a Council member to attend these meetings, but it is not required.
4. The Canvassing Board will meet Friday, November 18th at 7:30 a.m. at City Hall.

ADJOURNMENT

- Council Member White moved, seconded by Council Member Rohrich, to adjourn the meeting at 8:56 p.m. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

Tim Auringer, Mayor

Kerry Rausch, Deputy Clerk

**CITY OF EAGLE LAKE
CANVASSING BOARD
CITY COUNCIL MEETING
NOVEMBER 18, 2022**

CALL TO ORDER

- Mayor Auringer called the meeting to order at 7:30 a.m.

ROLL CALL

- Council Members present: Garrett Steinberg, Beth Rohrich, Anthony White, John Whittington, and Mayor Tim Auringer.
- Staff present: City Administrator Jennifer Bromeland and Deputy Clerk Kerry Rausch.

AGENDA

1. Canvassing of General Municipal Election Results

- Administrator Bromeland reviewed the results of the municipal election results which included Lisa Norton being elected as Mayor and Garrett Steinberg and John Whittington being elected to City Council
- Deputy Clerk Rausch explained the details of a complaint received by a voter and how that situation was handled. She also stated there were 77 newly registered votes and that there were 1305 voters total which is 65% voter turnout.
- Council Member White moved, seconded by Council Member Rohrich, to certify the elections results as shown on the Abstract of Votes Cast.

ADJOURNMENT

- Council Member White moved, seconded by Council Member Rohrich, to adjourn the meeting at 7:40 a.m. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.

Tim Auringer, Mayor

Kerry Rausch, Deputy Clerk

**CITY OF EAGLE LAKE
PARK BOARD MEETING
THURSDAY, NOVEMBER 10, 2022**

Call to Order:

Members Present: Beth Rohrich, Don Wesely, Tim Auringer, Ryan Short, and Jeremy Horkey

Staff Present: Jennifer Bromeland, Brian Goettl, and Kerry Rausch

Treasurer's Report

- The treasurer's report was presented.

Business

1. Holiday Lights Contest

- Contest notice will go out to residents next week and judging will take place between December 1-12th.
- Categories will be classical, themed, and Griswold. There will also be a people's choice award in which residents will be able to vote for online.
- Park Board members will vote on the other three categories between December 1-12th and turn in their submissions to City Hall.
- SPX will be this year's sponsor.

2. Winter Event Planning

- Staff will contact Community Ed to set the date and backup date for this event.
- Board members were asked to start thinking about ideas for this event.

3. Fox Meadows Housing Development – Recap of Parkland Requirement

- Administrator Bromeland explained that the small parcel for .38 acres will be recommended it be dedicated for park use.
- City code is written with a calculation to determine parkland dedication fees. It is anticipated the developer will pay a parkland dedication fee in addition to some parkland being dedicated.
- Parkland dedication fees can go towards purchasing of parkland, facilities or the continued development of current parks.
- The developer is wanting to begin building as soon as possible and it is anticipated that the 8 plexes will be completed in 2023. A small playground for younger kids in the 8 plex area will be included in this project.

4. Miscellaneous Parks Updates (Public Works)

a. Status of Pricing for Shelter

- Brian Goettl stated he spoke with one contractor about constructing the pavilion. He recommended that the Park Board determine what they are looking for in a design plan to simplify the process.
- Administrator Bromeland reviewed what was discussed at the October Park Board meeting.
- Discussion of other potential contractors was discussed.
- A plan design can be obtained from Lloyd lumber if need be.
- It may be beneficial to form a subcommittee for this project. Staff may want to contact the building inspector to determine if an architectural plan is needed.

b. Lake Eagle Park

- i) The ice rink has been painted. Beth Rohrich stated she has been contacted by a resident who would like to see if ice rink could be enclosed and sheltered. It was recommended that Anthony White be contacted to see if volunteers will flood the ice rink again this year.
- ii. Frazee Park - The slide at Frazee Park has been removed. Replacement options were discussed for this and the existing play structure. Staff were asked to bring pricing for replacement items to the next board meeting and to look into end of year sales for this equipment. Discussion took place on the

potential of repurposing the existing playground structure following the appropriate statutory requirements.

iii. Eagle Heights Park

- Planted a couple of trees in this park and they will be wrapped.

5. Intern Inquiry Received

- Administrator Bromeland stated she has been contacted by a potential intern interested in internship spring semester. They would need to work 560 hours in a 14-week period and would need this to be a paid internship. It was discussed that this would not be a good fit for the City at this time.

6. Open Gym

- Administrator Bromeland and Beth Rohrich met with Community Ed to discuss more community access to the school for open gym and adult access.
- Don Wesely stated he was contacted by Community Ed and that he understood they will go forward with something.

7. Other

- Administrator Bromeland mentioned that a former council person was contacted about bathroom at Lake Eagle Park being closed. Discussion included that there is an ADA port-a-potty by the ice rink and that the restroom will be winterized today.
- A complaint has received stating that a dog was able to crawl under the fence at the dog park. The fence polls will be pushed down to lower the fence.
- The donation from girl scouts has been received and was earmarked for the dog park.

ECONOMIC DEVELOPMENT AUTHORITY
THURSDAY, NOVEMBER 17, 2022

Call to Order

Present: Jim Beal, Brooke Wach, and John Whittington

Absent: Christine Black-Hughes, Brian Hughes, Tony Dickmeyer, and Anthony White

Staff: Jennifer Bromeland and Kerry Rausch

Approval of Agenda

Treasurer's Report

Treasurer's report was presented.

Administrator Bromeland stated she would like to use EDA funds to help pay for strategic plan since it is EDA related, for the city's portion of the cost. EDA members present agreed.

New Business

1. Strategic Economic Development Plan

a. Feedback from EDA to Share with Region 9

- The EDA members present indicated they feel the report is acceptable in format presented and that the plan meets the EDA's expectations.
- The EDA asked that any concerns be brought to the EDA as a whole and not to City staff members.

2. Holiday Mailer

- Administrator Bromeland explained that the last few years the City has done a holiday mailer to promote local businesses. She expressed concern about promoting specific businesses but feels it more appropriate to encourage support for all local businesses in general.
- Also discussed was the idea that local businesses could come and talk to the EDA about their businesses.
- Interest was expressed to compile a business one-page informational mailer that could be mailed to businesses to let them know there are small business loans and assistance available. This information could also be listed on the City's website.
- Consensus of the members present was to authorize a mailer similar to past years using EDA funds.
- Cornerstone State Bank and Community Bank have been contacted to sponsor a Winter Medallion Hunt.

3. Business Visits

a. Timeline

- Administrator Bromeland stated the need to be mindful of business owners time and that a 30-minute visit should be adequate.
- One or two EDA members and one staff person should attend each visit and they could hand out the one-page listing of resources to the business owners.

- A list of businesses to start the visits included Allied Overhead Doors, Little Sprouts, and Hometown Fitness.
- Ideally these visits could begin yet this year.
- Also discussed was some sort of welcome information packet for new residents with business listings. Staff will draft a letter for businesses and include on upcoming EDA agenda.

b. EDA Member Sign Up

4. Other

- Administrator Bromeland stated she has been communicating with Community Ed about Rec on the Go! and about looking for ways to hold events inside the school during the winter months. She and Beth Rohrich have met with the Eagle Lake School Principal and Community Ed to discuss options.
- Community Ed would like to try Rec on the GO! indoors for the winter. They may have a component with crafts and maker space as well.

Adjourn

The meeting adjourned at 8:15 a.m.

CITY OF EAGLE LAKE

*Check Summary Register©

November 2022

Name	Check Date	Check Amt	
10100 Cash			
1598e PSN	11/3/2022	\$576.29	OCTOBER FEES
1599e PERA	11/7/2022	\$4,669.71	BW 11-10-22
1600e WEX HEALTH INC.	11/7/2022	\$248.64	BW 11-10-22
1601e XCEL	11/9/2022	\$2,186.68	Eagle Ridge Phase II Street Lighting
1602e WEX HEALTH INC.	11/18/2022	\$22.00	October Service Fee
1603e PERA	11/21/2022	\$4,880.81	BW 11-23-22
1604e PERA	11/21/2022	\$37.50	MO 11-22
1605e WEX HEALTH INC.	11/21/2022	\$248.64	BW 11-23-22
1606e MN DEPT OF REVENUE	11/22/2022	\$1,792.00	OCTOBER SALES TAX
1607e AFLAC	11/28/2022	\$146.76	NOVEMBER PREMIUM
44887 ADP, LLC	11/7/2022	\$387.15	
44888 ALL PETS MEDICINE SURGERY	11/7/2022	\$56.45	
44889 ARAMARK	11/7/2022	\$91.00	
44890 BCBS OF MN	11/7/2022	\$13,553.62	December Premiums
44891 BHE COMMUNITY SOLAR LLC	11/7/2022	\$3,727.98	
44892 CARRIAGE REPAIR INC	11/7/2022	\$75.00	Leaf Collector-Loose Belts
44893 CHRISTOPHER KENNEDY	11/7/2022	\$1,152.00	
44894 COMPUTER TECHNOLOGY SOL	11/7/2022	\$2,242.49	
44895 EAGLE EXPRESS	11/7/2022	\$422.95	Fuel
44896 FREE PRESS	11/7/2022	\$232.50	Fox Meadows Rezoning Publication
44897 GOPHER STATE ONE CALL	11/7/2022	\$78.30	
44898 GOVERNMENT FORMS & SUPPLI	11/7/2022	\$620.31	Utility Bills
44899 HARTMAN, ANDREW	11/7/2022	\$129.44	
44900 J.R. BRUENDER CONSTRUCTIO	11/7/2022	\$245.00	Skating Rink Location
44901 MATHESON TRI GAS INC	11/7/2022	\$79.48	
44902 MUNICIPAL EMERGENCY SERVI	11/7/2022	\$265.64	Hood and Gloves
44903 NAPA AUTO PARTS	11/7/2022	\$67.98	Air Filter
44904 PRINCIPAL LIFE INSURANCE CO	11/7/2022	\$188.46	NOVEMBER/DECEMBER PREMIUM
44905 KERRY RAUSCH	11/7/2022	\$44.26	Election Judge Meals
44906 UC LABORATORY	11/7/2022	\$358.60	
44907 UNITED STATES POSTAL SERVI	11/7/2022	\$140.00	Box Rental
44908 US BANK EQUIPMENT FINANCE	11/7/2022	\$114.00	
44909 VAN IWAARDEN	11/7/2022	\$2,200.00	Fire Relief Pension
44910 Verizon Wireless	11/7/2022	\$277.02	
44911 CASEYS BUSINESS MASTERCA	11/22/2022	\$2,162.32	Fuel
44912 DELTA DENTAL OF MN	11/22/2022	\$649.65	December Premium
44913 MN DEPT OF LABOR & INDUSTR	11/22/2022	\$10.00	PRESSURE VALVE
44914 WEX HEALTH INC.	11/22/2022	\$22.00	OCTOBER FEE
44915 ARAMARK	11/30/2022	\$171.91	
44916 BELLISSIMO PAINT & COATING	11/30/2022	\$3,200.00	ICE RING BOARDS INSIDE ONLY
44917 BENCO ELECTRIC	11/30/2022	\$526.65	STREET LIGHTING
44918 BLUE EARTH COUNTY HIGHWA	11/30/2022	\$423.75	Population Signs on Cty Rd 17
44919 BOLTON & MENK INC	11/30/2022	\$8,494.00	Water Tower Rehab
44920 BROMELAND, JENNIFER	11/30/2022	\$20.00	Meeting Mileage
44921 CONSOLIDATED COMMUNICATI	11/30/2022	\$577.40	Acct 507-052-1848/0
44922 EAGLE LAKE FIRE RELIEF ASSO	11/30/2022	\$11,357.00	City Contribution from Form SC-21
44923 EAGLE LAKE FIRE RELIEF ASSO	11/30/2022	\$23,573.84	Fire State Aid
44924 EAGLE LAKE FIRE RELIEF ASSO	11/30/2022	\$4,757.70	Supplemental Fire Aid
44925 FEDEX	11/30/2022	\$12.12	
44926 FREE PRESS	11/30/2022	\$640.46	Water Tower Rehab Bid Notice
44927 FRESH START CLEANING AND	11/30/2022	\$100.00	October Service
44928 GENERATOR SYSTEM SERVICE	11/30/2022	\$850.00	Preventative Maintenance Visit
44929 GOETTTL BRIAN	11/30/2022	\$226.54	
44930 HAWKINS	11/30/2022	\$5,018.66	

CITY OF EAGLE LAKE

***Check Summary Register©**

November 2022

	Name	Check Date	Check Amt	
44931	JOHN KOPP	11/30/2022	\$52.30	ELECTION JUDGE MEALS
44932	LJP ENTERPRISES	11/30/2022	\$11,714.94	Refuse=1064 households Lrg Recyc=120 Sm
44933	MADDEN GALANTER HANSEN	11/30/2022	\$784.20	October Services
44934	CITY OF MANKATO	11/30/2022	\$25,372.77	
44935	MENARDS	11/30/2022	\$676.04	
44936	METERING & TECHNOLOGY SOL	11/30/2022	\$13,455.56	Water Meters
44937	MINNESOTA WASTE PROCESSI	11/30/2022	\$7,536.21	October Service
44938	SANCO EQUIPMENT LLC	11/30/2022	\$254.54	6' Cutting Edge
44939	SCHWICKERTS	11/30/2022	\$240.00	Public Works Building
44940	STREICHERS	11/30/2022	\$276.00	Wallert-Vest
44941	TARGET SOLUTIONS LEARNING	11/30/2022	\$3,158.18	Vector LSM Membership
44942	TGK AUTOMOTIVE OF MANKAT	11/30/2022	\$1,603.73	4 Tires
44943	WEHNER, JODIE	11/30/2022	\$30.00	REFUND NSF FEE
44944	XCEL	11/30/2022	\$3,649.33	
	Total Checks		\$173,156.46	

FILTER: (([Act Year]='2022' and [period] in (11))) and ((([Check Nbr]>0 and not EFT and not [Source] like 'PAY?????????.??') or [EFT])) and [Cash Act]='10100'

Pay Dates 11/10/2022, 11/23/2022

Payroll Name	Pay Date	Net Pay
Auringer, Mandy L	11/10/2022	777.12
Auringer, Mandy L	11/23/2022	777.11
Auringer, Timothy A	11/23/2022	350.81
Bromeland, Jennifer J	11/10/2022	2,792.61
Bromeland, Jennifer J	11/23/2022	2,792.62
Goettl, Brian K	11/10/2022	1,765.38
Goettl, Brian K	11/23/2022	1,790.60
Guillemette, Connor M	11/10/2022	1,275.46
Guillemette, Connor M	11/23/2022	1,733.91
Haber, Jerald L	11/23/2022	46.34
Hartman, Andrew R	11/10/2022	1,605.52
Hartman, Andrew R	11/23/2022	1,796.21
Jensen, Dustin D	11/10/2022	1,580.63
Jensen, Dustin D	11/23/2022	1,466.74
Konz, Noah J	11/23/2022	73.88
Kopp, John A	11/10/2022	2,293.82
Kopp, John A	11/23/2022	2,380.49
Larson, Karla W	11/23/2022	150.27
Laughlin, Julie L	11/23/2022	145.47
Lonnquist, Wayne C	11/23/2022	76.32
Naaktgeboren, Russell J	11/23/2022	76.32
Nicklay, Michael L	11/10/2022	1,172.36
Nicklay, Michael L	11/23/2022	1,172.37
Rausch, Kerry L	11/10/2022	1,158.20
Rausch, Kerry L	11/23/2022	1,438.71
Regnier, Carol Jo	11/23/2022	145.48
Rohrich, Elizabeth K	11/23/2022	253.96
Simpson, Vern L	11/23/2022	199.40
Steinberg, Garrett R	11/23/2022	253.96
Wallert, Tyler E	11/10/2022	1,046.08
Wallert, Tyler E	11/23/2022	809.17
White, Anthony D	11/23/2022	253.96
Whittington, Johnnie L	11/23/2022	253.96

20

Wire Transfers Made in 2022

<u>Date</u>	<u>Description</u>	<u>Initiated by</u>
11/7/2022	Initiate wire from Pioneer ICS into CSSB-Now Acct. \$200,000	Kerry

We are participating in the TZD (Towards Zero Deaths) DWI enforcement wave which started on November 23rd and runs thru December 31st.

Officer Jensen and I are planning on attending the MSCIC conference in January. It is a great training, which is local being held in Mankato and is affordable.

In November, we went to the school with Blue Earth County to speak with the children about Winter safety. The 3rd graders all got winter safety kits to take home.

We will again have two people working on New Years eve this year.

Officer Wallert is still in field training and we will evaluate his progress at the end of December.

If the Council has any questions or concerns, please feel free to contact me at 507-257-3110 or at elpd@eaglelakemn.com.


Chief John Kopp
Eagle Lake Police Department

Eagle Lake Police Department Accumulative Report

Traffic Ticket Report	January	February	March	April	May	June	July	August	September	October	November	December	Total
Careless Driving	0	0	0	0	0	0	0	0	0	0	0	0	0
DAS/DAR/DAC	1	1	1	2	1	3	2	5	1	1	3	0	21
Equipment Violations	0	0	0	0	0	0	0	0	0	0	0	0	0
Expired Tabs	0	0	0	0	0	0	0	4	1	0	1	0	6
Other	0	0	4	1	0	5	1	6	1	1	0	0	19
Seatbelt	0	0	0	0	0	0	1	0	0	0	0	0	1
Speeding	1	6	2	18	1	2	2	29	11	4	2	0	78
Stop Sign	0	2	0	0	0	0	0	0	1	0	0	0	3
Traffic Stops	10	32	38	64	15	33	33	63	41	30	45	0	404
Warnings	8	26	31	43	13	23	27	26	30	24	39	0	290
													Total
Calls for Service													
Accidents	1	0	2	2	1	2	0	2	0	0	3	0	13
Administrative Citations	1	0	0	0	0	0	0	0	0	0	0	0	1
Alarms	0	0	2	1	0	2	0	0	0	2	1	0	8
Animal Comp.	5	3	3	3	7	8	7	8	6	11	4	0	65
Assaults	0	0	0	0	0	0	0	0	0	1	1	0	2
Assist	6	2	4	4	6	5	4	4	9	2	2	0	48
Assist Ambulance	8	6	14	7	3	6	7	4	9	11	14	0	89
Assist Fire Dept	1	2	6	4	3	3	1	1	4	3	2	0	30
Assists OA	10	9	8	10	13	15	18	15	15	13	21	0	147
Burglary	0	0	0	2	1	0	2	0	5	0	0	0	10
Call Outs	9	4	13	6	5	12	8	10	10	5	4	0	86
Civil	2	2	3	4	4	4	8	6	6	3	2	0	44
Directed Patrol	60	69	94	60	106	38	34	39	54	49	43	0	646
Disturbance	2	1	2	1	4	2	2	2	0	4	8	0	28
Domestic	1	4	3	1	2	0	2	0	3	1	2	0	19
Driving Comp.	1	1	2	4	3	4	3	5	2	0	1	0	26
DWI	0	0	0	1	0	0	0	0	0	0	1	0	2
Fraud	1	0	3	1	2	1	0	1	0	1	0	0	10
Harrasment	0	0	0	0	1	1	0	2	1	0	1	0	6
Miscellaneous	54	25	18	70	28	45	32	37	31	12	26	0	378
Narcotics	0	0	0	0	0	1	0	1	0	0	0	0	2
Noise Comp	0	0	3	0	2	0	0	1	0	1	1	0	8
Ordinance Viol.	1	20	5	6	58	9	8	7	2	1	2	0	119
Party Comp.	0	1	0	0	0	0	0	1	0	0	0	0	2
Property Damage	3	1	1	0	1	4	4	1	3	0	0	0	18
Runaway/Missing Person	0	1	0	0	0	2	1	0	0	0	1	0	5

JS

Eagle Lake Police Department Accumulative Report

Suspicious Cir.	5	0	3	1	2	3	1	5	2	5	0	27
Suspicious Person	1	1	2	2	1	1	4	5	1	5	1	24
Suspicious Vehicle	3	2	2	4	6	4	5	4	0	7	5	42
Thefts	0	0	0	1	1	0	2	0	1	1	1	7
Threats	0	0	0	0	1	0	0	1	1	0	0	3
Warrants Serv.	0	1	1	0	0	1	0	2	1	2	2	10
Weapons	0	0	0	0	0	0	1	0	1	0	0	2
Welfare Check	1	3	6	2	5	1	6	3	4	10	7	48
Total ICRS	177	186	225	255	276	195	185	220	196	187	197	2299
Total Mileage												
2021 Explorer	6449	8152	10102	11952	13811	15900	18070	20682	23449	25371	28180	
2020 Explorer	36,841	37,651	38,695	39,532	40,741	42,300	44,126	46,955	48,447	50,363	51,674	
Monthly Mileage												
2021 Explorer	1,741	1,703	1,950	1,850	1,859	2,089	2,170	2,612	2,767	1,922	2,809	
2020 Explorer	1,271	810	1,044	837	1,209	1,559	1,826	2,829	1,492	1,916	1,311	

ELFD FIRE CHIEF'S REPORT

The holiday season is upon us. Thanksgiving has come and gone, leaving us with colder weather and a good chance at a white Christmas.

Please take this opportunity to make the most of the time you have with loved ones, both near and far! Not everyone will celebrate Christmas but almost everyone will be able to enjoy the time away from work "dropping coins in our love buckets". There are only three things guaranteed in life. Those are Taxes, Stairs and death. All of these have been made possible by the gift of life so live life to the fullest. Make time to do the things you love, or you'll never find the time. Most importantly, keep spreading the love. It's amazing how good it feels to make someone smile!

Your friends at ELFD would like to wish you all a safe and Merry Christmas.

Chief Vern

EAGLE LAKE FIRE DEPARTMENT 2022 CALL REPORT

TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	% OF TOTAL
Assist Law Enforcement	-	-	-	1	-	-	1	1	-	1	-	-	4	2.3%
Explosion (No Fire)	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Fire (Commercial)	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Fire (Residential)	-	-	-	-	1	-	-	-	-	-	1	-	2	1.2%
Fire (Standby)	-	-	-	-	-	1	-	-	-	-	-	-	1	0.6%
Fire (Vehicle)	-	-	-	-	-	1	-	-	-	1	-	-	2	1.2%
Fire (Wildland)	-	-	-	1	-	-	-	-	1	-	-	-	2	1.2%
Fire Alarm	1	2	2	-	-	1	-	-	-	-	-	-	6	3.5%
Fire Assist	-	1	3	-	-	-	-	-	-	-	-	-	4	2.3%
Fire CO	-	-	3	-	-	1	-	-	-	-	-	-	4	2.3%
Fire False Alarm	-	-	1	1	1	-	-	-	-	-	-	-	3	1.7%
Fire Mutual Aid	-	2	-	-	-	3	-	-	-	-	-	-	5	2.9%
Gas Leak	-	-	-	-	1	-	-	-	-	-	1	-	2	1.2%
Hazardous (No Fire)	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Medical (Cancelled)	-	-	-	2	-	-	-	-	-	1	1	-	4	2.3%
Medical (Response)	11	6	11	6	6	9	7	8	9	12	10	-	95	55.2%
Medical Lift Assist	-	-	-	-	-	1	2	1	2	1	2	-	9	5.2%
Missing Person Search	-	-	-	-	3	-	-	-	-	-	-	-	3	1.7%
Motor Vehicle Accident w/Injury	1	-	-	-	2	-	2	-	1	-	-	-	8	4.7%
Motor Vehicle Accident w/o Injury	-	-	-	-	-	1	-	-	-	-	1	-	2	1.2%
Motor Vehicle Accident (Fatality)	-	-	-	-	1	-	-	-	1	-	-	-	2	1.2%
Odor Investigation	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Power Lines	-	-	-	-	-	-	-	-	2	-	-	-	2	1.2%
Rescue (Entrapment/Machinery)	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Rescue (Grain Bin)	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Rescue (Water)	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Smoke Investigation	-	-	-	-	-	-	-	-	1	1	1	-	3	1.7%
Smoke/CO Detector Malfunction	-	-	-	-	-	-	2	-	-	1	-	-	3	1.7%
Special Incident	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather	-	-	-	1	5	-	-	-	-	-	-	-	6	3.5%
Total	13	11	20	12	20	18	14	12	17	18	17	-	172	100%
RESPONSE AREA														
Eagle Lake	11	9	19	9	7	13	11	11	15	15	14	-	134	77.9%
St. Clair	-	-	-	-	-	1	-	-	-	-	-	-	1	0.6%
Good Thunder	-	-	-	-	-	1	-	-	-	-	-	-	1	0.6%
Kasota (Lime Twp)	-	-	1	-	-	-	-	-	-	-	-	-	1	0.6%
Le Ray TWP	-	-	-	-	-	1	1	-	3	3	2	-	10	5.8%
Madison Lake (Le Ray Twp)	2	1	1	-	8	-	-	-	-	-	-	-	12	7.0%
Mapleton	-	-	-	-	-	1	-	-	-	-	-	-	1	0.6%
Mankato	-	-	-	-	-	-	1	-	-	-	-	-	1	0.6%
Mankato Twp	-	-	-	3	4	1	1	1	-	-	1	-	11	6.4%
Total	13	11	20	12	19	18	14	12	18	18	17	-	172	100%

JA



Andrew Hartman
Public Works Director
90 LeRay Avenue
Eagle Lake, MN, 56024
(507)257-3218
elpw@eaglelakemn.com

December, 2022

To: Mayor Auringer, City Council and City Administrator Jennifer Bromeland

From: Andrew Hartman Public Works Director

We are proposing replacement of the 2008 Ford F250, the replacement will be ordered after approval and will come out of the 2023 budget.

We got the Christmas lights up at city hall and the city shop.

Water: We have been working with John from Bolton Menk for the water tower rehab and opening up the bids for the rehab.

Sewer: We have been monitoring the temp controls at the main lift station.

Streets: We have declared our first snow emergency for they year. We will be working on cleaning out cul-de-sacs after snow events.

Parks: We have been clearing paths of snow.

Storm Sewer: We have finished cleaning up leaves for the year. We have suspended MS4 inspection due to freezing temps, we will continue as needed through the winter.

If you have any questions or concerns, please feel free to contact me at elpw@eaglelakemn.com

Andrew Hartman

<u>HOUSE #</u>	<u>STREET</u>	<u>VALUE</u>	<u>Project Description</u>
103	Johnson St.	\$ 800.00	
106	Falcon Ct	\$ 13,518.00	Reroof
21491	598th Ave	\$ 6,700.00	Reroof
508	S Agency #107	\$ 3,000.00	Furnace
117	Linda Drive	\$ 10,297.00	Windows
131	Third St S	\$ 5,750.00	Window

<u>Zoning #</u>	<u>Address</u>	<u>Type</u>
22-37	525 Linda Dr	patio

600

Eagle Lake Fire Relief
Gambling Fund Report October 2022

Balance	10/1/22		\$51,663.04
Income:			
Paper Pull Tabs		\$5,758.00	
Electronic		\$20,802.00	
Interest Income		\$11.47	
Total Income			<u>\$26,571.47</u>
Total Funds Available			\$78,234.51
Less Total Disbursements			<u>(\$17,613.62)</u>
Balance	10/31/22		\$60,620.89

2022 Profit / Community Donations

Net Profit:			
	1/22		(\$5,877.13)
	2/22		\$247.53
	3/22		\$19,562.14
	4/22		(\$18,336.69)
	5/22		\$2,590.75
	6/22		\$11,110.62
	7/22		\$4,036.35
	8/22		\$11,881.79
	9/22		\$11,572.76
	10/22		\$8,113.50
Total Profit To Date:			\$44,901.62
Community Donations To Date:			\$2,800.00

61

**RESOLUTION NO. 2022-44:
A RESOLUTION ACCEPTING A DONATION TO THE CITY.**

WHEREAS the City of Eagle Lake is generally authorized to accept donations pursuant to Minnesota Statutes for the benefit of its public recreational services.

WHEREAS the following entity has offered to contribute the cash amount set forth below to the city:

<u>Name of Donor</u>	<u>Amount</u>
Dave and Pam Serdar	\$1,000.00

WHEREAS, the terms or conditions of the donations, if any, are as follows:

To be applied towards the Eagle Lake park projects.

WHEREAS, all such donations have been contributed to the city for the benefit of its citizens, as allowed by law; and

WHEREAS, the City Council finds that it is appropriate to accept the donation offered.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF Eagle Lake, MINNESOTA AS FOLLOWS:

1. The donation described above is accepted and shall be used towards park projects.

Passed by the City Council of Eagle Lake, Minnesota this 5th day of December 2022.

Tim Auringer
Mayor

Attested:

Jennifer J. Bromeland
Administrator

**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-45**

**A Resolution Accepting the Resignation of Volunteer Firefighter Chelsea Britton from the City
of Eagle Lake, Minnesota**

WHEREAS, Volunteer Firefighter Employee Chelsea Britton has resigned from the City of Eagle Lake's Fire Department; and

WHEREAS, the City Council recognizes and appreciates the service from Chelsea Britton in the role of a Volunteer Firefighter with the Eagle Lake Fire Department.

NOW THEREFORE, BE IT RESOLVED, the City accepts the resignation of Chelsea Britton from the City of Eagle Lake Fire Department effective December 15, 2022.

Adopted by the City Council of Eagle Lake, Minnesota this 5th day of December 2022.

Tim Auringer, Mayor

ATTEST:

Jennifer Bromeland, City Administrator

(S E A L)

**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-51**

**A Resolution Accepting the Resignation of Volunteer Firefighter Jacob Fangmann from the City
of Eagle Lake, Minnesota**

WHEREAS, Volunteer Firefighter Employee Jacob Fangmann has resigned from the City of Eagle Lake's Fire Department; and

WHEREAS, the City Council recognizes and appreciates the service from Jacob Fangmann in the role of a Volunteer Firefighter with the Eagle Lake Fire Department.

NOW THEREFORE, BE IT RESOLVED, the City accepts the resignation of Jacob Fangmann from the City of Eagle Lake Fire Department effective July 17, 2022.

Adopted by the City Council of Eagle Lake, Minnesota this 5th day of December 2022.

Tim Auringer, Mayor

ATTEST:

Jennifer Bromeland, City Administrator

(S E A L)

63A



December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Truth and Taxation Hearing and Final 2023 Tax Levy and Budget

A brief PowerPoint presentation has been prepared for the Truth-In-Taxation hearing that is scheduled for this evening at 6:00 p.m. An overview of the budget and tax levy process will be provided.

The final levy must be certified to the county auditor by or before December 28th. Cities must also file a certificate of compliance with the Department of Revenue by December 28th. The levy is comprised of the general fund, EDA, and debt service.

For reference purposes, last year's final levy was set at 10% or an increase of \$81,173 over the 2021 tax levy. Property taxes should have remained relatively flat unless a property's valuation increased.

Included is a spreadsheet used to show estimated net tax capacity and levy impact. This spreadsheet is used during the budget setting process to consider different scenarios by changing the proposed levy change cell and residential taxable market value cell. It should be noted that the estimated city tax cell is calculated using a residential 1% class rate, and this doesn't represent property classifications with a different class rate such as commercial or industrial. The local property tax rate is a function of the levy and total tax base. Taxable tax capacity is used to determine the local tax rate. $[\text{city levy}] / [\text{taxable tax capacity}] = [\text{city tax rate}]$ A property's share of the City levy is based on the taxable value of the property relative to the full value of all other property in the City's taxing district.

Per an inquiry to Blue Earth County Property and Land staff, the average residential sale price in the City of Eagle Lake was \$300,100 for the 2022 assessment. The average market value percent increase on residential homes was 8.44%. It should be noted that the City's net tax capacity has increased recently due to new residential and commercial construction. This is important because with more taxpayers, the tax base has expanded and helps to spread the burden of taxes over more taxpayers.

A net tax capacity increase with continued growth allows our tax rate to decrease. Even with a proposed 9% levy increase, the proposed 2023 tax rate is still slightly below the 2022 tax rate. However, if a property's valuation increased, taxes will increase accordingly. If taxpayers see an increase in taxes, they need to look at their valuation and whether that increased. Valuations can appreciate or depreciate. The time to appeal a valuation is in April and taxpayers need to contact

Blue Earth County directly as the City of Eagle Lake does not determine property valuations. Overall, property taxes and market valuation are complex with several moving parts.

	2021 Final	2022 Final	2023 Proposed FINAL	Change from 2022
General Fund	\$608,936	\$696,904	\$769,952	\$73,048
EDA	\$51,000	\$51,000	\$51,000	\$0
Debt Service	\$151,792	\$144,997	\$152,310	\$7,313
TOTAL TAX LEVY	\$811,728	\$892,901	\$973,262	\$80,361 or 9%


Proposed FINAL 2023 GF Revenues	\$1,879,390
Proposed FINAL 2023 GF Expenditures	\$1,945,110
Difference	<p>(\$65,720) - Planned Deficit Spending using capital outlay reserves. The budget would be balanced except for \$130,355 in planned capital outlay expenditures drawing down previously set aside funding in general fund reserves. The expenditures are comprised of fire, police, streets, and parks capital outlay expenditures. Planned Deficit Spending is the intentional drawing down of capital outlay funds previously set aside in the general fund. But for the planned capital outlay expenditures, the budget would be balanced. A question was posed at the budget work session asking if there could be a revenue line item for planned capital outlay expenditures to avoid the appearance of an unbalance budget. While we could adjust the budget to not include planned capital outlay expenditures, the actual expenditures in the year will reflect them and there would be a difference between actual spend and budgeted expenditures. There is not a revenue line added for this because these funds are included in our available fund balance.</p>

Included in the 2023 budget is the addition of a 4th full-time police officer, a 4th full-time public works worker, and a community development coordinator position.

Attached you will find a proposed final budget and other supporting information.

Discussion should ensue.

A motion is necessary to adopt Resolution No. 2022-47.


 Jennifer J. Bromeland
 City Administrator

**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-47**

**A Resolution Setting the Fiscal Year 2023
Final Property Tax Levy**

WHEREAS, the City Council establishes the following sums of money to be levied for the current year, collectible in 2023, upon the taxable property in the City of Eagle Lake, for the following purposes:

General Fund	\$ 769,952
EDA	\$ 51,000
Debt Service	<u>\$ 152,310</u>
Total Tax Levy	\$ 973,262

BE IT RESOLVED, that the City Council held a scheduled Truth-N-Taxation public hearing at 6:00 p.m., Monday, December 5, 2022 in the Council Chambers at 705 Parkway Avenue, Eagle Lake, MN.

WHEREAS, a public hearing was held on the issue and public testimony was gathered.

BE IT FURTHER RESOLVED, that the City Council directs the City Administrator to transmit a certified copy of this resolution to the County Auditor of Blue Earth County, MN.

Adopted by the City Council of Eagle Lake, MN this 5th day of December 2022.

Tim Auringer, Mayor

ATTEST:

Jennifer J. Bromeland, City Administrator
(S E A L)

Eagle Lake City data as of 4/4/2022
 Net Tax Capacity (NTC)
 Preliminary - only for discussion purposes

Pay 2022 2,506,077 Total Fully Taxable Tax Capacity (line 1031)
 123,200 less TIF Captured (Line 1040)
 2,382,877 NTC

Pay 2022 Levy 892,901

Pay 2022 Tax Rate 37.47% (approx.) (ave of regular and rur serv dist, if applicable)

PRELIMINARY PRELIMINARY
 Pay 2023 2,757,784 Line 1031 Total Fully Taxable
 132,437 less Line 1040 TIF Captured
 2,625,347 NTC

Proposed Levy Change 9.00% =====> Equates to \$ Amt: \$ 80,361
 Pay 2023 Levy 973,262 Potential based on Maintained Levy Rate

Pay 2023 Tax Rate 37.07% (approx.) (ave of regular and rur serv dist, if applicable)

Identical Taxable Market Value	Proposed Tax Rate	Estimated City Tax
\$300,100	37.07%	\$1,112.52

Tax Levy History - City of Eagle Lake

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
General Fund	\$ 299,355.00	\$ 318,346.00	\$ 371,856.00	\$ 404,407.00	\$ 404,407.00	\$ 457,677.00
Debt	\$ 233,905.00	\$ 237,576.00	\$ 182,936.00	\$ 178,962.00	\$ 178,962.00	\$ 169,442.00
EDA	\$ 16,157.00	\$ 15,612.00	\$ 16,742.00	\$ 16,742.00	\$ 16,742.00	\$ 15,000.00
	<u>\$ 549,417.00</u>	<u>\$ 571,534.00</u>	<u>\$ 571,534.00</u>	<u>\$ 600,111.00</u>	<u>\$ 600,111.00</u>	<u>\$ 642,119.00</u>

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>Proposed Final 2023</u>
General Fund	\$ 457,677.00	\$ 509,473.00	\$ 547,004.00	\$ 608,936.00	\$ 696,904.00	\$ 769,952.00
Debt	\$ 151,692.00	\$ 151,942.00	\$ 157,092.00	\$ 151,792.00	\$ 144,997.00	\$ 152,310.00
EDA	\$ 15,000.00	\$ 41,000.00	\$ 51,000.00	\$ 51,000.00	\$ 51,000.00	\$ 51,000.00
	<u>\$ 624,369.00</u>	<u>\$ 702,415.00</u>	<u>\$ 755,096.00</u>	<u>\$ 811,728.00</u>	<u>\$ 892,901.00</u>	<u>\$ 973,262.00</u>



Truth In Taxation Hearing City of Eagle Lake

December 5, 2022

Purpose of Truth-In-Taxation Hearing

- The purpose of this evening's truth-in-taxation hearing is to give an overview of the proposed final budget and tax levy collectible in 2023. Before a final determination is made, public input is allowed.
- Market values shown on your Truth-In-Taxation notice are final and **are not** a subject for the hearing tonight. Values for the 2022 assessment were discussed and established at the County Board of Equalization held earlier this year. Questions on market value should be addressed to the Blue Earth County Property and Environmental Resources Department.

Budget Timeline

- The final levy must be certified on or before December 28th.
- Cities must also file the certificate of compliance with the Department of Revenue by December 28th.

Property Tax Statement

- Included on property tax statements are all levy authorities, not just the city. Other levy authorities include the county, school district, special taxing districts, state of MN.
- Proposed property taxes include taxable market value for taxes payable in 2022 and 2023. Included are what was actually paid for taxes in 2022 and an estimate for 2023 based on the preliminary levy certified.

Overview of Eagle Lake's General Fund Budget

- Eagle Lake's preliminary tax levy was set at 9.0% over what was collected in 2022. This equates to an increase of approximately \$80,361.
- Proposed FINAL general fund revenues: \$1,879,390
- Proposed FINAL general fund expenditures: \$1,945,110
- The budget would be balanced but for planned deficit spending using capital outlay reserves. These are reserves that were previously set aside for capital outlay expenditures.

Final Proposed Property Tax Levy

• General Fund	\$769,952
• EDA	\$ 51,000
• Debt Service	<u>\$ 152,310</u>
	\$973,262

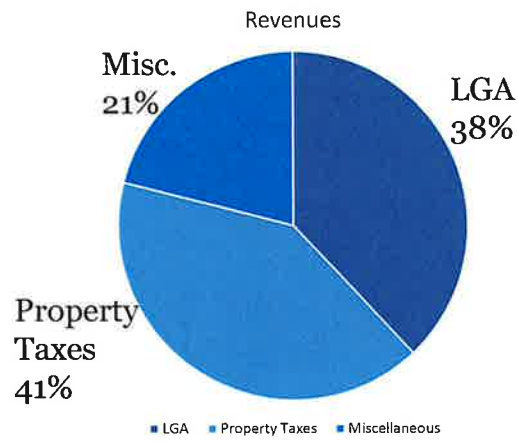
Overview (Continued)

- The local property tax rate is a function of the levy and total tax base. Taxable tax capacity is used to determine the local tax rate. $[\text{city levy}] / [\text{taxable tax capacity}] = [\text{city tax rate}]$ A property's share of the City levy is based on taxable value of the property relative to the full value of all other property in the City's taxing district.
- Per an inquiry to Blue Earth County Property and Land staff, the average residential sale price in the City of Eagle Lake was \$300,100 for the 2022 assessment. The average market value percent increase on residential homes was 8.44%. It should be noted that the City's net tax capacity has increased recently due to new residential and commercial construction. This is important because with more taxpayers, the tax base has expanded and helps to spread the burden of taxes over more taxpayers.

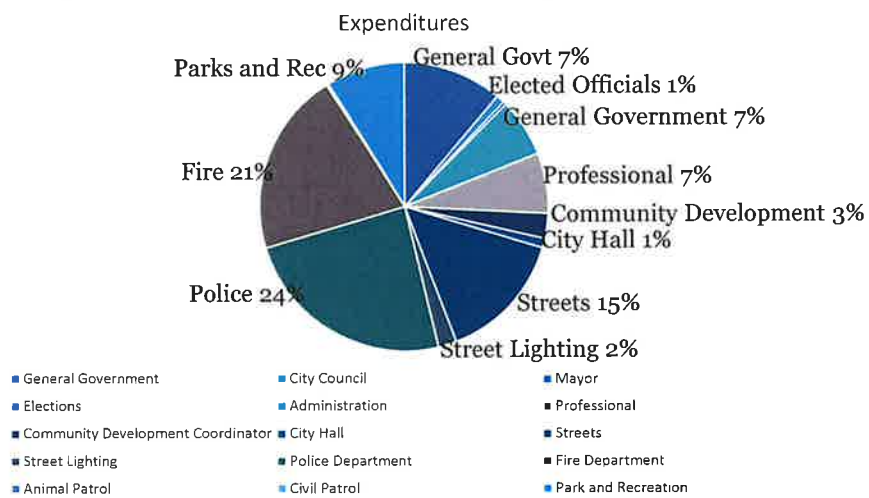
Overview (Continued)

- If taxpayers see an increase in taxes, they also need to look at their valuation and whether that increased. Valuations can appreciate or depreciate. The time to appeal a valuation is in April and taxpayers need to contact Blue Earth County directly as the City of Eagle Lake does not determine property valuations. Overall, property taxes and market valuation are complex with several moving parts.
- Local Government Aid comprises approximately 38% of general fund revenues, while property taxes comprise about 41%. License and permit fees, interest earnings, franchise fees, police and fire state aid and other miscellaneous revenues total the remaining revenues.
- On the expenditure side, police, fire and streets comprise the bulk of the general fund expenditures or approximately 60%.

Summary of General Fund Revenues



Summary of General Fund Expenditures



Overall Health of City

- Bond Rating: AA-, Standard & Poor's
- The City has a policy to maintain a minimum unassigned general fund balance of 50% of the annual general fund budget. The "unassigned" GF balance (as of the audit for the year ending 2021) was \$1,706,910. General fund expenditures for 2023 total \$1,945,110.
- City has a positive fund balance, which offers a cushion for unexpected expenditures or revenue shortfalls.

Any Questions?

Note: 2022 budgeted revenues for &F are right on track & may come in higher.
 DNR grant reimbursement not reflected but received.

CITY OF EAGLE LAKE
 2023 Revenue Budget Worksheet

Account Descr	2021 Amt	2022 Budget	YTD Amt	2022 YTD Balance	2022 % of Budget	2023 Budget	UnderLine
FUND 101 GENERAL							
R 101-31000 Property Taxes	\$617,392.18	\$696,904.00	\$378,211.96	\$318,692.04	54.27%	\$769,952.00	2nd half pd in Dec.
R 101-32100 Business Licenses	\$3,115.00	\$3,300.00	\$3,075.00	\$225.00	93.18%	\$3,000.00	
R 101-32210 Building Permits	\$52,778.28	\$35,000.00	\$54,120.09	-\$19,120.09	154.63%	\$60,000.00	
R 101-32211 Surcharge - Flat Fee	\$155.50	\$100.00	\$69.00	\$31.00	69.00%	\$100.00	
R 101-32212 Surcharge - Value	\$1,523.50	\$800.00	\$1,880.00	-\$1,080.00	235.00%	\$1,500.00	
R 101-32213 Surcharge - Plumbing	\$12.00	\$10.00	\$11.00	-\$1.00	110.00%	\$10.00	
R 101-32214 Surcharge - Mechanical	\$12.00	\$10.00	\$12.00	-\$2.00	120.00%	\$10.00	
R 101-32215 Surcharge - Other	\$1.00	\$10.00	\$68.00	-\$58.00	680.00%	\$10.00	
R 101-32220 Zoning Permit	\$1,880.00	\$1,150.00	\$1,520.00	-\$370.00	132.17%	\$1,150.00	
R 101-32221 Rental Inspection	\$1,348.34	\$1,000.00	\$365.01	\$634.99	36.50%	\$20,000.00	
R 101-32240 Dog Licenses	\$1,805.00	\$1,500.00	\$1,495.00	\$5.00	99.67%	\$1,500.00	
R 101-32260 Refunds and Reimbursements	\$41,998.01	\$32,000.00	\$36,277.94	-\$4,277.94	113.37%	\$35,000.00	
R 101-33000 Intergovernmental Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-33100 Federal Grants and Aids	\$10,000.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-33400 State Grants and Aids	\$5,000.00	\$25,000.00	\$0.00	\$25,000.00	0.00%	\$25,000.00	
R 101-33401 Local Government Aid	\$724,678.00	\$685,922.00	\$342,961.00	\$342,961.00	50.00%	\$699,884.00	2nd half pd. in Dec.
R 101-33405 PERA Rate Aid	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-33418 MN Police Relief Payment	\$26,045.61	\$28,353.00	\$25,041.08	\$3,311.92	88.32%	\$28,353.00	
R 101-33419 MN Fire Relief Payment	\$25,304.15	\$23,582.00	\$28,331.54	-\$4,749.54	120.14%	\$23,582.00	
R 101-33428 Payment in Leau of Taxes	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-34107 Administrative Service Fee	\$5,325.98	\$4,000.00	\$3,450.60	\$549.40	86.27%	\$4,000.00	
R 101-34110 Planning & Zoning Fees	\$903.60	\$500.00	\$1,439.34	-\$939.34	287.87%	\$500.00	
R 101-34403 Refuse Collection Charges	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-34404 Recycling Collection Charge	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-35000 Fines and Fees	\$6,948.67	\$3,500.00	\$4,464.58	-\$964.58	127.56%	\$3,500.00	
R 101-36100 Special Assessments	\$1,014.22	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-36101 Indust. Park - N. Lift Station	\$1,926.24	\$1,926.00	\$963.12	\$962.88	50.01%	\$1,926.00	
R 101-36102 Greenfield Assessment	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-36103 Joan Lane Special Assessment	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$951.00	
R 101-36104 Lakeview Watermain 13 Sp. AS	\$950.39	\$951.00	\$475.19	\$475.81	49.97%	\$0.00	
R 101-36106 Sparrowhawk Sp. Assmt	\$557.79	\$472.00	\$0.00	\$472.00	0.00%	\$0.00	
R 101-36200 Miscellaneous Revenues	\$3,039.82	\$500.00	\$2,710.27	-\$2,210.27	542.05%	\$2,000.00	
R 101-36210 Interest Earnings	\$20,075.61	\$25,000.00	\$48,795.70	-\$23,795.70	195.18%	\$25,000.00	
R 101-36230 Contributions - General	\$1,070.00	\$50.00	\$6,500.00	-\$6,450.00	13000.00%	\$5,000.00	
R 101-36231 Contributions - Park	\$28,958.11	\$15,000.00	\$4,554.85	\$10,445.15	30.37%	\$15,000.00	
R 101-36232 Contributions - Fire Department	\$87,000.00	\$40,000.00	\$0.00	\$40,000.00	0.00%	\$15,000.00	Paid late Dec.
R 101-36233 Police - Seizure	\$0.00	\$500.00	\$0.00	\$500.00	0.00%	\$500.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	2022 % of Budget	2023 Budget	UnderLine
R 101-36240 Fire Call Revenue	\$750.00	\$1,000.00	\$2,050.00	-\$1,050.00	205.00%	\$1,000.00	
R 101-36241 Fire Contract Payment	\$62,660.94	\$66,672.00	\$62,661.22	\$4,010.78	93.98%	\$62,662.00	
R 101-38020 Rental Revenue	\$400.00	\$500.00	\$300.00	\$200.00	60.00%	\$500.00	
R 101-38021 Wireless Internet Rental Fee	\$18,958.05	\$19,000.00	\$17,712.51	\$1,287.49	93.22%	\$19,000.00	
R 101-38022 Contract For Deed	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-38050 Cable TV Franchise Fee	\$13,376.88	\$25,000.00	\$22,402.63	\$2,597.37	89.61%	\$25,000.00	
R 101-38051 Electric Franchise Fee	\$7,897.42	\$9,500.00	\$7,819.31	\$1,680.69	82.31%	\$9,500.00	
R 101-38052 Gas Franchise Fee	\$7,316.49	\$9,300.00	\$11,885.14	-\$2,585.14	127.80%	\$9,300.00	
R 101-38053 Solar Credit	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-38054 Small Cities Street Money	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-38200 Park Dedication	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-38201 Eagle Heights Trail Dedication	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-38400 Internal Service Fund Revenue	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-39101 Sale of Equipment-Material	\$10,511.00	\$0.00	\$10,034.50	-\$10,034.50	0.00%	\$10,000.00	
R 101-39102 Issuance of Capital Lease	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-39203 Transfer from Other Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 101-39400 Escrow Funds Received	\$154,257.50	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 101 GENERAL	\$1,946,947.28	\$1,758,012.00	\$1,081,657.58	\$676,354.42		1,879,390.00	
FUND 201 STORM WATER DRAINAGE							
R 201-32219 SWPPP Review	\$0.00	\$0.00	\$400.00	-\$400.00	0.00%	\$2,000.00	
R 201-32260 Refunds and Reimbursements	\$468.00	\$1,000.00	\$0.00	\$1,000.00	0.00%	\$1,050.00	
R 201-36100 Special Assessments	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 201-37100 Sales for Services	\$48,969.41	\$49,000.00	\$45,488.42	\$3,511.58	92.83%	\$56,350.00	
R 201-39101 Sale of Equipment-Material	\$0.00	\$0.00	\$6,157.00	-\$6,157.00	0.00%	\$0.00	
FUND 201 STORM WATER DRAINAGE	\$49,437.41	\$50,000.00	\$52,045.42	-\$2,045.42		\$59,400.00	
FUND 202 RECYCLING UTILITY							
R 202-34404 Recycling Collection Charge	\$57,083.86	\$57,000.00	\$54,207.51	\$2,792.49	95.10%	\$63,000.00	
FUND 202 RECYCLING UTILITY	\$57,083.86	\$57,000.00	\$54,207.51	\$2,792.49		\$63,000.00	
FUND 203 REFUSE UTILITY							
R 203-34403 Refuse Collection Charges	\$182,159.10	\$181,000.00	\$175,907.92	\$5,092.08	97.19%	\$181,000.00	
FUND 203 REFUSE UTILITY	\$182,159.10	\$181,000.00	\$175,907.92	\$5,092.08		\$181,000.00	
FUND 206 ECONOMIC DEVELOPMENT AUTHORITY							
R 206-31000 Property Taxes	\$50,978.22	\$51,000.00	\$27,091.86	\$23,908.14	53.12%	\$51,000.00	
R 206-36200 Miscellaneous Revenues	\$0.00	\$10,000.00	\$0.00	\$10,000.00	0.00%	\$0.00	
R 206-36210 Interest Earnings	\$103.20	\$100.00	\$506.33	-\$406.33	506.33%	\$100.00	
R 206-39101 Sale of Equipment-Material	\$50,000.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 206-39201 Transfer from General Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 206-39203 Transfer from Other Fund	\$0.00	\$0.00	\$200,000.00	-\$200,000.00	0.00%	\$0.00	

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Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	YTD Balance	2022 % of Budget	2023 Budget	UnderLine
FUND 206 ECONOMIC DEVELOPMENT AUTH	\$101,081.42	\$61,100.00	\$227,598.19	-\$166,498.19		\$51,100.00	
FUND 207 EDA REVOLVING LOAN FUND							
R 207-34900 Fromm EDA Loan 2013 Princip	-\$41.10	\$8,060.00	\$7,666.59	\$393.41	95.12%	\$8,060.00	
R 207-34901 Fromm EDA Loan 2013 Interes	\$1,826.51	\$1,270.00	\$957.52	\$312.48	75.40%	\$1,270.00	
R 207-34902 Loan Repayment-Miller	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 207-34920 Blue Earth County Loan to City	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 207-36210 Interest Earnings	\$48.38	\$100.00	\$65.04	\$34.96	65.04%	\$100.00	
R 207-36211 EDA Loan Interest	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 207-39203 Transfer from Other Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 207 EDA REVOLVING LOAN FUND	\$1,833.79	\$9,430.00	\$8,689.15	\$740.85		\$9,430.00	
FUND 208 ACCOUNT TO CLOSE FOR PARKWAY							
R 208-36200 Miscellaneous Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 208 ACCOUNT TO CLOSE FOR PARKW	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 210 SMALL CITIES GRANT FUND							
R 210-32260 Refunds and Reimbursements	\$0.00	\$0.00	\$0.65	-\$0.65	0.00%	\$0.00	
R 210-36210 Interest Earnings	\$5.64	\$15.00	\$8.22	\$6.78	54.80%	\$5.00	
FUND 210 SMALL CITIES GRANT FUND	\$5.64	\$15.00	\$8.87	\$6.13		\$5.00	
FUND 221 TAX INCREMENT DIST. 1-2 CEDAR							
R 221-31050 Tax Increments	\$109,055.68	\$96,586.00	\$50,224.44	\$46,361.56	52.00%	\$96,586.00	
FUND 221 TAX INCREMENT DIST. 1-2 CEDA	\$109,055.68	\$96,586.00	\$50,224.44	\$46,361.56		\$96,586.00	
FUND 222 TAX ABATEMENT-AUTUMN WIND							
R 222-31051 Property Tax - Tax Abatement	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 222 TAX ABATEMENT-AUTUMN WIND	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 223 TIF #3 704-708 PARKWAY AVE							
R 223-31050 Tax Increments	\$0.00	\$12,215.00	\$5,893.27	\$6,321.73	48.25%	\$12,215.00	
R 223-36200 Miscellaneous Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 223-39203 Transfer from Other Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 223 TIF #3 704-708 PARKWAY AVE	\$0.00	\$12,215.00	\$5,893.27	\$6,321.73		\$12,215.00	
FUND 250 AMERICA RESCUE PLAN							
R 250-33400 State Grants and Aids	\$168,677.13	\$163,329.00	\$168,677.13	-\$5,348.13	103.27%	\$0.00	
FUND 250 AMERICA RESCUE PLAN	\$168,677.13	\$163,329.00	\$168,677.13	-\$5,348.13		\$0.00	
FUND 310 CATE STREET-RETIRED							
R 310-31000 Property Taxes	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 310-36100 Special Assessments	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	2022 % of Budget	2023 Budget	UnderLine
FUND 310 CATE STREET-RETIRED	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 311 CITY FACILITIES-RETIRED							
R 311-31000 Property Taxes	\$113,894.37	\$78,413.00	\$57,973.18	\$20,439.82	73.93%	\$73,176.00	
R 311-36210 Interest Earnings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 311-39203 Transfer from Other Fund	\$100,000.00	\$100,000.00	\$0.00	\$100,000.00	0.00%	\$100,000.00	
FUND 311 CITY FACILITIES-RETIRED	\$213,894.37	\$178,413.00	\$57,973.18	\$120,439.82		\$173,176.00	
FUND 326 2ND N, 3RD N, & PARKWAY-PFA							
R 326-31000 Property Taxes	\$884.90	\$28,465.00	\$0.00	\$28,465.00	0.00%	\$27,794.00	
R 326-36100 Special Assessments	\$32,634.52	\$14,498.00	\$7,022.19	\$7,475.81	48.44%	\$14,498.00	
R 326-36200 Miscellaneous Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 326-39203 Transfer from Other Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 326 2ND N, 3RD N, & PARKWAY-PFA	\$33,519.42	\$42,963.00	\$7,022.19	\$35,940.81		\$42,292.00	
FUND 327 LINDA DR EXTENSION-RETIRED							
R 327-31000 Property Taxes	\$0.00	\$2,756.00	\$0.00	\$2,756.00	0.00%	\$2,661.00	
R 327-36100 Special Assessments	\$3,375.75	\$3,337.00	\$1,668.42	\$1,668.58	50.00%	\$3,337.00	
R 327-36200 Miscellaneous Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 327-39203 Transfer from Other Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 327 LINDA DR EXTENSION-RETIRED	\$3,375.75	\$6,093.00	\$1,668.42	\$4,424.58		\$5,998.00	
FUND 328 STORM SEWER IMPROVEMENT 2010							
R 328-31000 Property Taxes	\$0.00	\$15,830.00	\$0.00	\$15,830.00	0.00%	\$15,857.00	
R 328-36100 Special Assessments	\$79.32	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 328-36200 Miscellaneous Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 328 STORM SEWER IMPROVEMENT 2	\$79.32	\$15,830.00	\$0.00	\$15,830.00		\$15,857.00	
FUND 329 JOAN LANE REFUNDING 2021B							
R 329-31000 Property Taxes	\$40,970.01	\$21,698.00	\$2,664.69	\$19,033.31	12.28%	\$20,579.00	
R 329-36100 Special Assessments	\$1,317.80	\$4,696.00	\$19,139.33	-\$14,443.33	407.57%	\$4,696.00	
FUND 329 JOAN LANE REFUNDING 2021B	\$42,287.81	\$26,394.00	\$21,804.02	\$4,589.98		\$25,275.00	
FUND 330 2ND, LINDA, STORM 2017 CROSSOV							
R 330-31000 Property Taxes	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 330-36100 Special Assessments	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 330-39203 Transfer from Other Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 330-39310 Bond Proceeds	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 330 2ND, LINDA, STORM 2017 CROSS	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 331 CSAH 27/AGENCY ST 2021A							
R 331-31000 Property Taxes	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$9,450.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	2022 % of Budget	2023 Budget	UnderLine
R 331-36100 Special Assessments	\$114,140.00	\$39,706.00	\$52,527.42	-\$12,821.42	132.29%	\$39,706.00	
R 331-39203 Transfer from Other Fund	\$12,526.67	\$0.00	\$0.00	\$0.00	0.00%	\$45,085.00	
R 331-39310 Bond Proceeds	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 331 CSAH 27/AGENCY ST 2021A	\$126,666.67	\$39,706.00	\$52,527.42	-\$12,821.42		\$94,241.00	
FUND 332 FACILITIES 2021B							
R 332-39310 Bond Proceeds	\$1,398,000.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 332 FACILITIES 2021B	\$1,398,000.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 431 AGENCY RECONSTRUCTION-CSAH 27							
R 431-39201 Transfer from General Fund	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 431-39203 Transfer from Other Fund	\$0.00	\$0.00	\$600,000.00	-\$600,000.00	0.00%	\$0.00	
R 431-39310 Bond Proceeds	\$1,295,000.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 431 AGENCY RECONSTRUCTION-CSA	\$1,295,000.00	\$0.00	\$600,000.00	-\$600,000.00		\$0.00	
FUND 601 WATER FUND							
R 601-31300 State Sales and Use Tax	\$405.06	\$550.00	\$515.61	\$34.39	93.75%	\$550.00	
R 601-31301 County Sales and Use Tax	\$28.13	\$40.00	\$40.41	-\$0.41	101.03%	\$40.00	
R 601-33405 PERA Rate Aid	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 601-34407 Area Charges	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 601-36100 Special Assessments	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 601-36200 Miscellaneous Revenues	\$605.00	\$1,500.00	\$451.00	\$1,049.00	30.07%	\$1,500.00	
R 601-37100 Sales for Services	\$415,078.81	\$405,000.00	\$393,609.83	\$11,390.17	97.19%	\$437,309.00	
R 601-37110 Water Meter Sales	\$5,033.60	\$10,000.00	\$6,438.30	\$3,561.70	64.38%	\$10,000.00	
R 601-37170 Hook Up Fee	\$5,581.57	\$6,000.00	\$5,000.00	\$1,000.00	83.33%	\$6,300.00	
R 601-39101 Sale of Equipment-Material	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 601 WATER FUND	\$426,732.17	\$423,090.00	\$406,055.15	\$17,034.85		\$455,699.00	
FUND 602 SEWER FUND							
R 602-32260 Refunds and Reimbursements	\$47,406.41	\$0.00	\$47,406.41	-\$47,406.41	0.00%	\$0.00	
R 602-33405 PERA Rate Aid	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 602-34407 Area Charges	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 602-36100 Special Assessments	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 602-36200 Miscellaneous Revenues	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 602-37100 Sales for Services	\$486,775.12	\$515,000.00	\$458,078.46	\$56,921.54	88.95%	\$515,000.00	
R 602-37170 Hook Up Fee	\$4,212.81	\$5,000.00	\$4,400.00	\$600.00	88.00%	\$5,000.00	
R 602-37255 I & I Penalty	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
R 602-37260 Late Fees	\$12,580.61	\$5,000.00	\$10,325.41	-\$5,325.41	206.51%	\$8,000.00	
R 602-39101 Sale of Equipment-Material	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
FUND 602 SEWER FUND	\$550,974.95	\$525,000.00	\$520,210.28	\$4,789.72		\$528,000.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	2022 % of Budget	2023 Budget	UnderLine
	\$6,706,811.77	\$3,646,176.00	\$3,492,170.14	\$154,005.86		3,692,664.00	

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Note: Overall, budgeted expenditures for 2022 & F should be close to actual with the exception of the onetime cash contribution of \$300k for of the onetime cash contribution of \$300k for of the Agency St. Project.

CITY OF EAGLE LAKE
2023 Expenditure Budget Worksheet

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
FUND 101 GENERAL							
Dept 41000 General Government (GENERAL)							
E 101-41000-122 FICA	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41000-123 Medicare	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41000-131 Employer Paid Health	\$89,184.92	\$61,200.00	\$75,018.14	-\$13,818.14	122.58%	\$80,250.00	
E 101-41000-132 Employer Paid Health Savings	\$33,340.55	\$34,450.00	\$24,212.50	\$10,237.50	70.28%	\$38,567.00	
E 101-41000-133 Employer Paid Dental	\$4,390.67	\$3,113.00	\$3,783.02	-\$670.02	121.52%	\$7,906.00	
E 101-41000-151 Work Comp Premium	\$19,621.62	\$11,852.00	\$20,280.50	-\$8,428.50	171.11%	\$19,171.00	
E 101-41000-300 Professional Svcs (GENERAL)	\$119.00	\$5,000.00	\$66.00	\$4,934.00	1.32%	\$2,500.00	
E 101-41000-362 Property & Liability Ins	\$13,138.58	\$22,015.00	\$19,986.00	\$2,029.00	90.78%	\$23,016.00	
E 101-41000-400 CD purchase	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41000-430 Miscellaneous (GENERAL)	\$15,605.52	\$62,100.00	\$3,923.62	\$58,176.38	6.32%	\$20,000.00	
E 101-41000-433 Dues and Subscriptions	\$11,920.00	\$12,000.00	\$11,506.08	\$493.92	95.88%	\$13,403.00	
E 101-41000-438 Meeting & Education	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41000-445 Music on Parkway	\$14,522.20	\$5,000.00	\$9,548.49	-\$4,548.49	190.97%	\$10,000.00	
E 101-41000-510 Capital Outlay-Actual Expense	\$0.00	\$0.00	\$5,927.61	-\$5,927.61	0.00%	\$0.00	
E 101-41000-550 Capital Outlay - Set Aside	\$5,000.00	\$0.00	\$0.00	\$0.00	0.00%	\$2,500.00	
E 101-41000-721 Transfer Out	\$0.00	\$0.00	\$300,000.00	-\$300,000.00	0.00%	\$0.00	
E 101-41000-740 ESCROW FUNDS RETURNED	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 41000 General Government (GENERAL)	\$206,843.06	\$216,730.00	\$474,251.96	-\$257,521.96	0.00%	\$217,313.00	
Dept 41100 City Council							
E 101-41100-100 Wages and Salaries (GENERAL)	\$12,005.00	\$12,500.00	\$11,660.00	\$840.00	93.28%	\$14,400.00	
E 101-41100-108 Video Intern Wages	\$400.00	\$640.00	\$400.00	\$240.00	62.50%	\$640.00	
E 101-41100-121 PERA	\$0.00	\$813.00	\$0.00	\$813.00	0.00%	\$1,080.00	
E 101-41100-122 FICA	\$769.11	\$815.00	\$747.72	\$67.28	91.74%	\$892.00	
E 101-41100-123 Medicare	\$179.88	\$191.00	\$174.87	\$16.13	91.55%	\$209.00	
E 101-41100-438 Meeting & Education	\$525.00	\$1,000.00	\$275.00	\$725.00	27.50%	\$1,000.00	
Dept 41100 City Council	\$13,878.99	\$15,959.00	\$13,257.59	\$2,701.41		\$18,221.00	
Dept 41200 Mayor							
E 101-41200-100 Wages and Salaries (GENERAL)	\$4,300.00	\$4,500.00	\$3,975.00	\$525.00	88.33%	\$4,800.00	
E 101-41200-121 PERA	\$0.00	\$292.00	\$0.00	\$292.00	0.00%	\$360.00	
E 101-41200-122 FICA	\$0.00	\$279.00	\$0.00	\$279.00	0.00%	\$298.00	
E 101-41200-123 Medicare	\$62.36	\$65.00	\$57.64	\$7.36	88.68%	\$70.00	
E 101-41200-438 Meeting & Education	\$0.00	\$1,500.00	\$30.00	\$1,470.00	2.00%	\$1,500.00	
Dept 41200 Mayor	\$4,362.36	\$6,636.00	\$4,062.64	\$2,573.36		\$7,028.00	
Dept 41400 Elections							
E 101-41400-100 Wages and Salaries (GENERAL)	\$0.00	\$2,250.00	\$1,880.07	\$369.93	83.56%	\$0.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
E 101-41400-122 FICA	\$0.00	\$0.00	\$116.56	-\$116.56	0.00%	\$0.00	
E 101-41400-123 Medicare	\$0.00	\$0.00	\$27.26	-\$27.26	0.00%	\$0.00	
E 101-41400-430 Miscellaneous (GENERAL)	\$500.00	\$1,100.00	\$819.33	\$280.67	74.48%	\$500.00	
E 101-41400-510 Capital Outlay-Actual Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 41400 Elections	\$500.00	\$3,350.00	\$2,843.22	\$506.78		\$500.00	
Dept 41500 Administration							
E 101-41500-100 Wages and Salaries (GENERAL)	\$101,412.78	\$101,910.00	\$86,409.13	\$15,500.87	84.79%	\$91,500.00	
E 101-41500-121 PERA	\$6,798.75	\$7,644.00	\$6,733.05	\$910.95	88.08%	\$6,863.00	
E 101-41500-122 FICA	\$4,548.54	\$6,319.00	\$4,477.39	\$1,841.61	70.86%	\$5,673.00	
E 101-41500-123 Medicare	\$1,063.76	\$1,478.00	\$1,047.14	\$430.86	70.85%	\$1,327.00	
E 101-41500-131 Employer Paid Health	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-133 Employer Paid Dental	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-151 Work Comp Premium	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-210 Operating Supplies (GENERAL)	\$8,837.21	\$9,000.00	\$11,529.23	-\$2,529.23	128.10%	\$9,000.00	
E 101-41500-320 Communications (GENERAL)	\$3,573.05	\$5,000.00	\$3,949.80	\$1,050.20	79.00%	\$5,000.00	
E 101-41500-351 Legal Notices-Public Hearings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-352 Publications	\$488.06	\$2,500.00	\$1,118.49	\$1,381.51	44.74%	\$1,000.00	
E 101-41500-362 Property & Liability Ins	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-390 Operating Agreement-ASA	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-430 Miscellaneous (GENERAL)	\$405.72	\$500.00	\$0.00	\$500.00	0.00%	\$500.00	
E 101-41500-433 Dues and Subscriptions	\$45.00	\$0.00	\$50.00	-\$50.00	0.00%	\$0.00	
E 101-41500-438 Meeting & Education	\$2,370.57	\$4,500.00	\$2,182.14	\$2,317.86	48.49%	\$4,500.00	
E 101-41500-510 Capital Outlay-Actual Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-550 Capital Outlay - Set Aside	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-602 Capital Principal	\$1,203.00	\$1,275.00	\$1,060.35	\$214.65	83.16%	\$1,275.00	
E 101-41500-605 Capital Lease Issued	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41500-612 Capital Interest	\$165.00	\$116.00	\$79.65	\$36.35	68.66%	\$116.00	
Dept 41500 Administration	\$130,911.44	\$140,242.00	\$118,636.37	\$21,605.63		\$126,754.00	
Dept 41600 Professional							
E 101-41600-300 Professional Svcs (GENERAL)	\$5,425.95	\$10,000.00	\$5,606.03	\$4,393.97	56.06%	\$5,000.00	
E 101-41600-301 Auditing and Acct g Services	\$23,350.00	\$25,000.00	\$24,500.00	\$500.00	98.00%	\$26,500.00	
E 101-41600-303 Engineering Fees	\$6,605.50	\$10,000.00	\$8,685.50	\$1,314.50	86.86%	\$7,500.00	
E 101-41600-304 Legal Fees	\$14,662.33	\$15,000.00	\$16,639.35	-\$1,639.35	110.93%	\$20,000.00	
E 101-41600-310 Computer Technical Support	\$30,226.33	\$24,000.00	\$27,466.50	-\$3,466.50	114.44%	\$24,000.00	
E 101-41600-311 Building Inspector Fees	\$37,649.10	\$35,000.00	\$37,079.19	-\$2,079.19	105.94%	\$35,000.00	
E 101-41600-313 State Surcharge Fee	\$2,123.18	\$1,500.00	\$1,657.02	-\$157.02	110.47%	\$1,500.00	
E 101-41600-314 Service Agreements	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41600-315 City History	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41600-316 Payroll Processing	\$5,691.55	\$6,100.00	\$4,819.74	\$1,280.26	79.01%	\$6,100.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
Dept 41600 Professional	\$4,782.00	\$5,000.00	\$4,900.00	\$100.00	98.00%	\$5,500.00	
E 101-41600-433 Dues and Subscriptions	\$130,515.94	\$131,600.00	\$131,353.33	\$246.67		\$131,100.00	
Dept 41800 Planning & Zoning Comm. Devel.							
E 101-41800-100 Wages and Salaries (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$46,801.00	
E 101-41800-102 Overtime	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$500.00	
E 101-41800-121 PERA	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$3,510.00	
E 101-41800-122 FICA	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$2,902.00	
E 101-41800-123 Medicare	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$679.00	
E 101-41800-131 Employer Paid Health	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41800-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41800-133 Employer Paid Dental	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41800-351 Legal Notices-Public Hearings	\$105.11	\$200.00	\$352.78	-\$152.78	176.39%	\$200.00	
E 101-41800-430 Miscellaneous (GENERAL)	\$369.65	\$400.00	\$156.00	\$244.00	39.00%	\$400.00	
E 101-41800-439 Refund & Reimbursement	\$0.00	\$1,000.00	\$0.00	\$1,000.00	0.00%	\$0.00	
Dept 41800 Planning & Zoning Comm. Devel	\$474.76	\$1,600.00	\$508.78	\$1,091.22		\$54,992.00	
Dept 41900 City Hall							
E 101-41900-210 Operating Supplies (GENERAL)	\$616.91	\$2,200.00	\$489.33	\$1,710.67	22.24%	\$1,000.00	
E 101-41900-220 Repair/Maint Supply (GENER	\$4,717.97	\$6,000.00	\$3,494.74	\$2,505.26	58.25%	\$6,000.00	
E 101-41900-381 Electric Utilities	\$10,639.43	\$11,000.00	\$8,779.54	\$2,220.46	79.81%	\$11,000.00	
E 101-41900-510 Capital Outlay-Actual Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-41900-550 Capital Outlay - Set Aside	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$2,500.00	
Dept 41900 City Hall	\$15,974.31	\$19,200.00	\$12,763.61	\$6,436.39		\$20,500.00	
Dept 42100 Streets							
E 101-42100-100 Wages and Salaries (GENERAL)	\$36,092.42	\$34,569.00	\$30,345.24	\$4,223.76	87.78%	\$41,310.00	
E 101-42100-121 PERA	\$2,009.61	\$2,593.00	\$2,203.90	\$389.10	84.99%	\$3,100.00	
E 101-42100-122 FICA	\$1,791.65	\$2,144.00	\$1,790.92	\$353.08	83.53%	\$2,562.00	
E 101-42100-123 Medicare	\$419.01	\$502.00	\$418.83	\$83.17	83.43%	\$599.00	
E 101-42100-131 Employer Paid Health	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42100-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42100-133 Employer Paid Dental	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42100-151 Work Comp Premium	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42100-210 Operating Supplies (GENERAL)	\$2,814.56	\$5,500.00	\$4,176.16	\$1,323.84	75.93%	\$5,500.00	
E 101-42100-212 Fuel	\$5,590.19	\$8,800.00	\$4,416.09	\$4,383.91	50.18%	\$8,800.00	
E 101-42100-220 Repair/Maint Supply (GENER	\$8,966.04	\$7,000.00	\$6,029.46	\$970.54	86.14%	\$7,000.00	
E 101-42100-224 Street Repair-General Mainte	\$116,980.00	\$115,000.00	\$69,329.99	\$45,670.01	60.29%	\$100,000.00	
E 101-42100-300 Professional Svcs (GENERAL)	\$0.00	\$5,000.00	\$2,375.34	\$2,624.66	47.51%	\$5,000.00	
E 101-42100-320 Communications (GENERAL)	\$976.20	\$1,000.00	\$990.59	\$9.41	99.06%	\$1,000.00	
E 101-42100-362 Property & Liability Ins	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42100-381 Electric Utilities	\$1,330.68	\$1,700.00	\$1,378.16	\$321.84	81.07%	\$1,700.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	% YTD Budget	2023 Budget	UnderLine
E 101-42100-383 Gas Utility	\$1,046.91	\$1,091.00	\$863.97	\$227.03	79.19%	\$1,157.00	
E 101-42100-430 Miscellaneous (GENERAL)	\$0.00	\$500.00	\$0.00	\$500.00	0.00%	\$0.00	
E 101-42100-437 Clothing Allowance	\$532.87	\$700.00	\$490.05	\$209.95	70.01%	\$700.00	
E 101-42100-438 Meeting & Education	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42100-510 Capital Outlay-Actual Expense	\$60,123.37	\$40,000.00	\$340.60	\$39,659.40	0.85%	\$11,000.00	
E 101-42100-550 Capital Outlay - Set Aside	\$0.00	\$98,553.00	\$0.00	\$98,553.00	0.00%	\$73,553.00	
E 101-42100-560 Capital Outlay - Sidewalks	\$23,437.00	\$15,000.00	\$15,000.00	\$0.00	100.00%	\$20,000.00	
Dept 42100 Streets	\$262,110.51	\$339,652.00	\$140,149.30	\$199,502.70		\$282,981.00	
Dept 42110 Street Lighting							
E 101-42110-381 Electric Utilities	\$38,893.69	\$35,000.00	\$39,986.82	-\$4,986.82	114.25%	\$40,000.00	
Dept 42110 Street Lighting	\$38,893.69	\$35,000.00	\$39,986.82	-\$4,986.82		\$40,000.00	
Dept 42120 Refuse & Recycling							
E 101-42120-384 Refuse Collection Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42120-386 Recycling Collection Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42120-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42120-721 Transfer Out	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 42120 Refuse & Recycling	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
Dept 42200 Police Department							
E 101-42200-100 Wages and Salaries (GENERAL)	\$198,525.23	\$188,405.00	\$158,804.78	\$29,600.22	84.29%	\$239,562.00	
E 101-42200-102 Overtime	\$19,880.86	\$8,800.00	\$15,210.20	-\$6,410.20	172.84%	\$15,000.00	
E 101-42200-103 Part-Time Police Wages	\$9,402.40	\$28,600.00	\$12,690.80	\$15,909.20	44.37%	\$5,000.00	
E 101-42200-106 TZD Wages	\$9,362.33	\$10,000.00	\$6,986.32	\$3,013.68	69.86%	\$10,000.00	
E 101-42200-107 On Call Police Wages	\$5,016.73	\$5,000.00	\$5,621.21	-\$621.21	112.42%	\$3,000.00	
E 101-42200-121 PERA	\$37,904.33	\$42,623.00	\$37,039.62	\$5,583.38	86.90%	\$46,799.00	
E 101-42200-122 FICA	\$146.02	\$0.00	\$1,828.87	-\$1,828.87	0.00%	\$0.00	
E 101-42200-123 Medicare	\$2,912.15	\$3,492.00	\$2,947.20	\$544.80	84.40%	\$3,952.00	
E 101-42200-131 Employer Paid Health	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-133 Employer Paid Dental	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-151 Work Comp Premium	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-210 Operating Supplies (GENERAL)	\$4,921.93	\$6,035.00	\$3,725.16	\$2,309.84	61.73%	\$6,035.00	
E 101-42200-212 Fuel	\$10,341.77	\$15,300.00	\$11,186.76	\$4,113.24	73.12%	\$16,065.00	
E 101-42200-220 Repair/Maint. Supply (GENER)	\$5,917.56	\$7,598.00	\$3,283.26	\$4,314.74	43.21%	\$7,598.00	
E 101-42200-300 Professional Svcs (GENERAL)	\$5,403.44	\$4,280.00	\$5,575.72	-\$1,295.72	130.27%	\$4,494.00	
E 101-42200-306 Physicals	\$135.00	\$500.00	\$208.59	\$291.41	41.72%	\$0.00	
E 101-42200-312 New Officer Hiring/Physicals	\$250.00	\$937.00	\$458.59	\$478.41	48.94%	\$1,000.00	
E 101-42200-320 Communications (GENERAL)	\$5,802.18	\$5,184.00	\$5,237.28	-\$53.28	101.03%	\$5,184.00	
E 101-42200-362 Property & Liability Ins	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-430 Miscellaneous (GENERAL)	\$2,024.76	\$3,000.00	\$349.82	\$2,650.18	11.66%	\$3,000.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
E 101-42200-433 Dues and Subscriptions	\$447.24	\$1,000.00	\$771.94	\$228.06	77.19%	\$1,000.00	
E 101-42200-437 Clothing Allowance	\$4,242.92	\$6,300.00	\$4,447.97	\$1,852.03	70.60%	\$6,300.00	
E 101-42200-438 Meeting & Education	\$6,064.93	\$6,050.00	\$3,811.10	\$2,238.90	62.99%	\$6,353.00	
E 101-42200-439 Refund & Reimbursement	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-510 Capital Outlay-Actual Expense	\$85,994.25	\$0.00	\$0.00	\$0.00	0.00%	\$28,355.00	
E 101-42200-540 Capital Outlay - Seizure	\$494.91	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42200-550 Capital Outlay - Set Aside	\$0.00	\$52,164.00	\$0.00	\$52,164.00	0.00%	\$60,664.00	
Dept 42200 Police Department	\$415,190.94	\$395,268.00	\$280,185.19	\$115,082.81		\$469,361.00	
Dept 42300 Fire Department							
E 101-42300-100 Wages and Salaries (GENERAL)	\$26,130.00	\$5,000.00	\$4,400.00	\$600.00	88.00%	\$8,000.00	
E 101-42300-104 Calls & Training Wages	\$0.00	\$20,000.00	\$0.00	\$20,000.00	0.00%	\$25,000.00	
E 101-42300-121 PERA	\$28.13	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42300-122 FICA	\$1,620.06	\$1,550.00	\$272.80	\$1,277.20	17.60%	\$2,046.00	
E 101-42300-123 Medicare	\$378.89	\$363.00	\$63.80	\$299.20	17.58%	\$479.00	
E 101-42300-124 Fire Relief Payment	\$53,639.91	\$37,000.00	\$40,995.54	-\$3,995.54	110.80%	\$37,000.00	
E 101-42300-151 Work Comp Premium	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42300-210 Operating Supplies (GENERAL)	\$7,507.49	\$5,500.00	\$13,089.55	-\$7,589.55	237.99%	\$7,000.00	
E 101-42300-212 Fuel	\$2,140.63	\$2,500.00	\$3,374.15	-\$874.15	134.97%	\$3,000.00	
E 101-42300-220 Repair/Maint Supply (GENERAL)	\$22,827.75	\$18,000.00	\$49,121.15	-\$31,121.15	272.90%	\$28,000.00	
E 101-42300-300 Professional Svcs (GENERAL)	\$3,708.72	\$6,000.00	\$6,265.80	-\$265.80	104.43%	\$6,000.00	
E 101-42300-306 Physicals	\$3,188.75	\$5,000.00	\$3,086.00	\$1,914.00	61.72%	\$4,000.00	
E 101-42300-320 Communications (GENERAL)	\$5,540.56	\$6,000.00	\$2,126.09	\$3,873.91	35.43%	\$6,000.00	
E 101-42300-362 Property & Liability Ins	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42300-381 Electric Utilities	\$2,204.35	\$2,000.00	\$2,136.76	-\$136.76	106.84%	\$2,500.00	
E 101-42300-383 Gas Utility	\$2,174.85	\$3,200.00	\$2,169.85	\$1,030.15	67.81%	\$4,000.00	
E 101-42300-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42300-433 Dues and Subscriptions	\$1,300.00	\$2,000.00	\$1,120.00	\$880.00	56.00%	\$2,000.00	
E 101-42300-438 Meeting & Education	\$12,185.08	\$11,000.00	\$15,731.74	-\$4,731.74	143.02%	\$15,000.00	
E 101-42300-510 Capital Outlay-Actual Expense	\$0.00	\$59,370.00	\$33,532.11	\$25,837.89	56.48%	\$80,000.00	
E 101-42300-520 Fire Dept Equipment-Gamblin	\$1,680.35	\$20,000.00	\$15,354.13	\$4,645.87	76.77%	\$16,000.00	
E 101-42300-530 Capital Outlay - Equipment	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42300-535 Capital Outlay-Facilities	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$25,000.00	
E 101-42300-550 Capital Outlay - Set Aside	\$0.00	\$126,082.00	\$0.00	\$126,082.00	0.00%	\$129,865.00	
Dept 42300 Fire Department	\$146,255.52	\$330,565.00	\$192,839.47	\$137,725.53		\$400,890.00	
Dept 42400 School Patrol							
E 101-42400-100 Wages and Salaries (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42400-122 FICA	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42400-123 Medicare	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42400-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	

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Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
Dept 42400 School Patrol	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
Dept 42410 Animal Patrol							
E 101-42410-210 Operating Supplies (GENERAL)	\$62.75	\$200.00	\$0.00	\$200.00	0.00%	\$200.00	
E 101-42410-300 Professional Svcs (GENERAL)	\$42.45	\$500.00	\$56.45	\$443.55	11.29%	\$500.00	
Dept 42410 Animal Patrol	\$105.20	\$700.00	\$56.45	\$643.55		\$700.00	
Dept 42430 Civil Patrol							
E 101-42430-220 Repair/Maint Supply (GENER)	\$0.00	\$1,300.00	\$0.00	\$1,300.00	0.00%	\$1,300.00	
E 101-42430-381 Electric Utilities	\$686.71	\$1,000.00	\$544.56	\$455.44	54.46%	\$1,000.00	
E 101-42430-510 Capital Outlay-Actual Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 42430 Civil Patrol	\$686.71	\$2,300.00	\$544.56	\$1,755.44		\$2,300.00	
Dept 42500 Park & Recreation							
E 101-42500-100 Wages and Salaries (GENERA	\$38,850.14	\$36,561.00	\$32,721.85	\$3,839.15	89.50%	\$43,605.00	
E 101-42500-121 PERA	\$2,121.07	\$2,742.00	\$2,316.27	\$425.73	84.47%	\$3,271.00	
E 101-42500-122 FICA	\$1,972.21	\$2,667.00	\$1,933.13	\$733.87	72.48%	\$2,704.00	
E 101-42500-123 Medicare	\$461.21	\$531.00	\$452.13	\$78.87	85.15%	\$633.00	
E 101-42500-131 Employer Paid Health	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42500-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42500-133 Employer Paid Dental	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42500-151 Work Comp Premium	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42500-210 Operating Supplies (GENERAL	\$9,932.91	\$11,000.00	\$11,222.53	-\$222.53	102.02%	\$12,000.00	
E 101-42500-212 Fuel	\$3,716.76	\$5,500.00	\$4,701.20	\$798.80	85.48%	\$5,000.00	
E 101-42500-220 Repair/Maint Supply (GENER	\$8,489.57	\$8,800.00	\$9,759.74	-\$959.74	110.91%	\$10,000.00	
E 101-42500-300 Professional Svcs (GENERAL)	\$19,050.24	\$16,500.00	\$21,192.30	-\$4,692.30	128.44%	\$20,000.00	
E 101-42500-320 Communications (GENERAL)	\$988.63	\$900.00	\$1,001.59	-\$101.59	111.29%	\$900.00	
E 101-42500-362 Property & Liability Ins	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 101-42500-381 Electric Utilities	\$4,987.22	\$4,500.00	\$5,146.81	-\$646.81	114.37%	\$6,000.00	
E 101-42500-383 Gas Utility	\$1,039.54	\$1,020.00	\$730.43	\$289.57	71.61%	\$1,157.00	
E 101-42500-390 Operating Agreement-ASA	\$1,809.57	\$2,000.00	\$0.00	\$2,000.00	0.00%	\$0.00	
E 101-42500-430 Miscellaneous (GENERAL)	\$2,358.00	\$0.00	\$1,960.00	-\$1,960.00	0.00%	\$0.00	
E 101-42500-437 Clothing Allowance	\$540.24	\$700.00	\$482.70	\$217.30	68.96%	\$700.00	
E 101-42500-438 Meeting & Education	\$0.00	\$550.00	\$0.00	\$550.00	0.00%	\$0.00	
E 101-42500-510 Capital Outlay-Actual Expense	\$1,763.72	\$10,000.00	\$8,733.08	\$1,266.92	87.33%	\$11,000.00	
E 101-42500-550 Capital Outlay - Set Aside	\$0.00	\$5,500.00	\$0.00	\$5,500.00	0.00%	\$5,500.00	
E 101-42500-570 Capital Outlay - Park Board	\$72,189.08	\$50,000.00	\$36,011.20	\$13,988.80	72.02%	\$50,000.00	
E 101-42500-572 Active Community	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 42500 Park & Recreation	\$170,270.11	\$159,471.00	\$138,364.96	\$21,106.04		\$172,470.00	
FUND 101 GENERAL	\$1,536,973.54	\$1,798,273.00	\$1,549,804.25	\$248,468.75		1,945,110.00	
FUND 201 STORM WATER DRAINAGE							

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Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
Dept 00000 No Department							
E 201-00000-100 Wages and Salaries (GENERA	\$10,656.68	\$9,622.00	\$7,633.69	\$1,988.31	79.34%	\$21,484.00	
E 201-00000-121 PERA	\$558.47	\$722.00	\$552.56	\$169.44	76.53%	\$1,612.00	
E 201-00000-122 FICA	\$592.21	\$597.00	\$448.02	\$148.98	75.05%	\$1,332.00	
E 201-00000-123 Medicare	\$138.50	\$140.00	\$104.78	\$35.22	74.84%	\$312.00	
E 201-00000-131 Employer Paid Health	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$9,229.00	
E 201-00000-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 201-00000-133 Employer Paid Dental	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$495.00	
E 201-00000-210 Operating Supplies (GENERAL	\$919.60	\$900.00	\$1,682.75	-\$782.75	186.97%	\$1,000.00	
E 201-00000-212 Fuel	\$1,667.27	\$1,800.00	\$1,630.50	\$169.50	90.58%	\$2,000.00	
E 201-00000-220 Repair/Maint Supply (GENER	\$7,264.32	\$9,250.00	\$9,620.59	-\$370.59	104.01%	\$9,250.00	
E 201-00000-300 Professional Svcs (GENERAL)	\$28,890.95	\$20,000.00	\$14,849.52	\$5,150.48	74.25%	\$20,000.00	
E 201-00000-320 Communications (GENERAL)	\$813.23	\$800.00	\$846.54	-\$46.54	105.82%	\$800.00	
E 201-00000-430 Miscellaneous (GENERAL)	\$15,269.26	\$0.00	\$160.00	-\$160.00	0.00%	\$0.00	
E 201-00000-437 Clothing Allowance	\$540.20	\$700.00	\$482.75	\$217.25	68.96%	\$700.00	
E 201-00000-438 Meeting & Education	\$0.00	\$0.00	\$1,520.00	-\$1,520.00	0.00%	\$2,000.00	
E 201-00000-510 Capital Outlay-Actual Expense	\$222,623.22	\$11,000.00	\$340.60	\$10,659.40	3.10%	\$11,000.00	
E 201-00000-550 Capital Outlay - Set Aside	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$10,000.00	
E 201-00000-721 Transfer Out	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$8,953.00	
Dept 00000 No Department	\$289,933.91	\$55,531.00	\$39,872.30	\$15,658.70		\$100,167.00	
FUND 201 STORM WATER DRAINAGE	\$289,933.91	\$55,531.00	\$39,872.30	\$15,658.70		\$100,167.00	
FUND 202 RECYCLING UTILITY							
Dept 00000 No Department							
E 202-00000-386 Recycling Collection Expense	\$51,781.53	\$49,766.00	\$50,138.53	-\$372.53	100.75%	\$60,503.00	
E 202-00000-721 Transfer Out	\$0.00	\$0.00	-\$940.07	\$940.07	0.00%	\$0.00	
Dept 00000 No Department	\$51,781.53	\$49,766.00	\$49,198.46	\$567.54		\$60,503.00	
FUND 202 RECYCLING UTILITY	\$51,781.53	\$49,766.00	\$49,198.46	\$567.54		\$60,503.00	
FUND 203 REFUSE UTILITY							
Dept 00000 No Department							
E 203-00000-105 Board & Commission Wages	\$70.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 203-00000-384 Refuse Collection Expense	\$157,593.11	\$138,520.00	\$140,852.79	-\$2,332.79	101.68%	\$167,310.00	
E 203-00000-721 Transfer Out	\$0.00	\$0.00	-\$2,071.27	\$2,071.27	0.00%	\$0.00	
Dept 00000 No Department	\$157,663.11	\$138,520.00	\$138,781.52	-\$261.52		\$167,310.00	
FUND 203 REFUSE UTILITY	\$157,663.11	\$138,520.00	\$138,781.52	-\$261.52		\$167,310.00	
FUND 206 ECONOMIC DEVELOPMENT AUTHORITY							
Dept 00000 No Department							
E 206-00000-300 Professional Svcs (GENERAL)	\$512.50	\$20,000.00	\$0.00	\$20,000.00	0.00%	\$20,000.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
E 206-00000-430 Miscellaneous (GENERAL)	\$7,984.14	\$0.00	\$567.70	-\$567.70	0.00%	\$500.00	
E 206-00000-433 Dues and Subscriptions	\$6,916.02	\$7,179.00	\$7,178.82	\$0.18	100.00%	\$7,179.00	
E 206-00000-438 Meeting & Education	\$421.96	\$100.00	\$46.98	\$53.02	46.98%	\$100.00	
E 206-00000-721 Transfer Out	\$0.00	\$0.00	\$200,000.00	-\$200,000.00	0.00%	\$0.00	
Dept 00000 No Department	\$15,834.62	\$27,279.00	\$207,793.50	-\$180,514.50		\$27,779.00	
FUND 206 ECONOMIC DEVELOPMENT AUTHOR	\$15,834.62	\$27,279.00	\$207,793.50	-\$180,514.50		\$27,779.00	
FUND 207 EDA REVOLVING LOAN FUND							
Dept 00000 No Department							
E 207-00000-430 Miscellaneous (GENERAL)	\$75.00	\$0.00	-\$75.00	\$75.00	0.00%	\$0.00	
E 207-00000-450 Loan Forgiveness	\$515.80	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 207-00000-497 EDA Loan Issuance	\$0.00	\$0.00	\$413.79	-\$413.79	0.00%	\$0.00	
E 207-00000-498 Loan Payment to Blue Earth C	\$1,085.90	\$796.00	\$15,776.11	-\$14,980.11	1981.92%	\$100.00	
E 207-00000-721 Transfer Out	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$1,676.70	\$796.00	\$16,114.90	-\$15,318.90		\$100.00	
FUND 207 EDA REVOLVING LOAN FUND	\$1,676.70	\$796.00	\$16,114.90	-\$15,318.90		\$100.00	
FUND 208 ACCOUNT TO CLOSE FOR PARKWAY							
Dept 00000 No Department							
E 208-00000-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 208 ACCOUNT TO CLOSE FOR PARKWAY	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 221 TAX INCREMENT DIST. 1-2 CEDAR							
Dept 00000 No Department							
E 221-00000-300 Professional Svcs (GENERAL)	\$1,000.00	\$1,000.00	\$1,000.00	\$0.00	100.00%	\$1,000.00	
E 221-00000-352 Publications	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 221-00000-442 Tax Increment Payment	\$89,921.33	\$26,879.00	\$47,713.18	-\$20,834.18	177.51%	\$88,087.00	
E 221-00000-721 Transfer Out	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$90,921.33	\$27,879.00	\$48,713.18	-\$20,834.18		\$89,087.00	
FUND 221 TAX INCREMENT DIST. 1-2 CEDAR	\$90,921.33	\$27,879.00	\$48,713.18	-\$20,834.18		\$89,087.00	
FUND 222 TAX ABATEMENT-AUTUMN WIND							
Dept 00000 No Department							
E 222-00000-300 Professional Svcs (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 222-00000-443 Tax Abatement Payment	\$30,812.26	\$30,813.00	\$0.00	\$30,813.00	0.00%	\$30,813.00	
Dept 00000 No Department	\$30,812.26	\$30,813.00	\$0.00	\$30,813.00		\$30,813.00	
FUND 222 TAX ABATEMENT-AUTUMN WIND	\$30,812.26	\$30,813.00	\$0.00	\$30,813.00		\$30,813.00	
FUND 223 TIF #3 704-708 PARKWAY AVE							

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Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	% YTD Budget	2023 Budget	UnderLine
Dept 00000 No Department							
E 223-00000-430 Miscellaneous (GENERAL)	\$1,000.00	\$1,000.00	\$1,000.00	\$0.00	100.00%	\$1,000.00	
Dept 00000 No Department	\$1,000.00	\$1,000.00	\$1,000.00	\$0.00		\$1,000.00	
FUND 223 TIF #3 704-708 PARKWAY AVE	\$1,000.00	\$1,000.00	\$1,000.00	\$0.00		\$1,000.00	
FUND 250 AMERICA RESCUE PLAN							
Dept 00000 No Department							
E 250-00000-210 Operating Supplies (GENERAL)	\$0.00	\$163,329.00	\$0.00	\$163,329.00	0.00%	\$337,354.00	
Dept 00000 No Department	\$0.00	\$163,329.00	\$0.00	\$163,329.00		\$337,354.00	
FUND 250 AMERICA RESCUE PLAN	\$0.00	\$163,329.00	\$0.00	\$163,329.00		\$337,354.00	
FUND 311 CITY FACILITIES-RETIRED							
Dept 00000 No Department							
E 311-00000-300 Professional Svcs (GENERAL)	\$237.50	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 311-00000-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 311-00000-601 Debt Srv Bond Principal	\$1,460,000.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 311-00000-611 Bond Interest	\$26,129.31	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$1,486,366.81	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 311 CITY FACILITIES-RETIRED	\$1,486,366.81	\$0.00	\$0.00	\$0.00		\$0.00	
FUND 326 2ND N, 3RD N, & PARKWAY-PFA							
Dept 00000 No Department							
E 326-00000-300 Professional Svcs (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 326-00000-601 Debt Srv Bond Principal	\$27,000.00	\$27,000.00	\$28,000.00	-\$1,000.00	103.70%	\$28,000.00	
E 326-00000-611 Bond Interest	\$4,781.14	\$5,338.00	\$4,337.52	\$1,000.48	81.26%	\$3,878.00	
E 326-00000-721 Transfer Out	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$31,781.14	\$32,338.00	\$32,337.52	\$0.48		\$31,878.00	
FUND 326 2ND N, 3RD N, & PARKWAY-PFA	\$31,781.14	\$32,338.00	\$32,337.52	\$0.48		\$31,878.00	
FUND 328 STORM SEWER IMPROVEMENT 2010							
Dept 00000 No Department							
E 328-00000-300 Professional Svcs (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 328-00000-601 Debt Srv Bond Principal	\$0.00	\$27,000.00	\$0.00	\$27,000.00	0.00%	\$0.00	
E 328-00000-611 Bond Interest	\$0.00	\$4,338.00	\$0.00	\$4,338.00	0.00%	\$0.00	
Dept 00000 No Department	\$0.00	\$31,338.00	\$0.00	\$31,338.00		\$0.00	
FUND 328 STORM SEWER IMPROVEMENT 2010	\$0.00	\$31,338.00	\$0.00	\$31,338.00		\$0.00	
FUND 329 JOAN LANE REFUNDING 2021B							
Dept 00000 No Department							

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Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	% YTD Budget	2023 Budget	UnderLine
E 329-00000-300 Professional Svcs (GENERAL)	\$237.50	\$238.00	\$0.00	\$238.00	0.00%	\$0.00	
E 329-00000-430 Miscellaneous (GENERAL)	\$0.00	\$125.00	\$0.00	\$125.00	0.00%	\$0.00	
E 329-00000-601 Debt Srv Bond Principal	\$75,000.00	\$26,000.00	\$0.00	\$26,000.00	0.00%	\$0.00	
E 329-00000-611 Bond Interest	\$1,105.56	\$394.00	\$0.00	\$394.00	0.00%	\$0.00	
Dept 00000 No Department	\$76,343.06	\$26,757.00	\$0.00	\$26,757.00		\$0.00	
FUND 329 JOAN LANE REFUNDING 2021B	\$76,343.06	\$26,757.00	\$0.00	\$26,757.00		\$0.00	
FUND 330 2ND, LINDA, STORM 2017 CROSSOV							
Dept 00000 No Department							
E 330-00000-300 Professional Svcs (GENERAL)	\$435.00	\$930.00	\$435.00	\$495.00	46.77%	\$435.00	
E 330-00000-430 Miscellaneous (GENERAL)	\$495.00	\$0.00	\$495.00	-\$495.00	0.00%	\$495.00	
E 330-00000-601 Debt Srv Bond Principal	\$55,000.00	\$55,000.00	\$55,000.00	\$0.00	100.00%	\$55,000.00	
E 330-00000-611 Bond Interest	\$10,605.00	\$9,656.00	\$9,656.25	-\$0.25	100.00%	\$8,639.00	
E 330-00000-730 Cost of Issuance	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$66,535.00	\$65,586.00	\$65,586.25	-\$0.25		\$64,569.00	
FUND 330 2ND, LINDA, STORM 2017 CROSSOV	\$66,535.00	\$65,586.00	\$65,586.25	-\$0.25		\$64,569.00	
FUND 331 CSAH 27/AGENCY ST 2021A							
Dept 00000 No Department							
E 331-00000-300 Professional Svcs (GENERAL)	-\$29.60	\$238.00	\$750.00	-\$512.00	315.13%	\$750.00	
E 331-00000-430 Miscellaneous (GENERAL)	\$29.15	\$125.00	\$0.00	\$125.00	0.00%	\$0.00	
E 331-00000-601 Debt Srv Bond Principal	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$80,000.00	
E 331-00000-611 Bond Interest	\$0.00	\$9,493.00	\$16,613.35	-\$7,120.35	175.01%	\$14,080.00	
Dept 00000 No Department	-\$0.45	\$9,856.00	\$17,363.35	-\$7,507.35		\$94,830.00	
FUND 331 CSAH 27/AGENCY ST 2021A	-\$0.45	\$9,856.00	\$17,363.35	-\$7,507.35		\$94,830.00	
FUND 332 FACILITIES 2021B							
Dept 00000 No Department							
E 332-00000-300 Professional Svcs (GENERAL)	\$18,000.00	\$238.00	\$0.00	\$238.00	0.00%	\$0.00	
E 332-00000-430 Miscellaneous (GENERAL)	\$9,500.00	\$125.00	\$0.00	\$125.00	0.00%	\$0.00	
E 332-00000-601 Debt Srv Bond Principal	\$0.00	\$194,000.00	\$194,000.00	\$0.00	100.00%	\$188,000.00	
E 332-00000-611 Bond Interest	\$0.00	\$17,030.00	\$17,429.32	-\$399.32	102.34%	\$12,210.00	
Dept 00000 No Department	\$27,500.00	\$211,393.00	\$211,429.32	-\$36.32		\$200,210.00	
FUND 332 FACILITIES 2021B	\$27,500.00	\$211,393.00	\$211,429.32	-\$36.32		\$200,210.00	
FUND 431 AGENCY RECONSTRUCTION-CSAH 27							
Dept 00000 No Department							
E 431-00000-300 Professional Svcs (GENERAL)	\$1,387,874.91	\$0.00	\$2,068.22	-\$2,068.22	0.00%	\$0.00	
E 431-00000-430 Miscellaneous (GENERAL)	\$2.24	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 431-00000-721 Transfer Out	\$12,526.67	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	

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Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	% YTD Budget	2023 Budget	UnderLine
E 431-00000-730 Cost of Issuance	\$16,835.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
Dept 00000 No Department	\$1,417,238.82	\$0.00	\$2,068.22	-\$2,068.22		\$0.00	
FUND 431 AGENCY RECONSTRUCTION-CSAH 2	\$1,417,238.82	\$0.00	\$2,068.22	-\$2,068.22		\$0.00	
FUND 601 WATER FUND							
Dept 00000 No Department							
E 601-00000-100 Wages and Salaries (GENERAL)	\$67,769.57	\$120,000.00	\$88,445.71	\$31,554.29	73.70%	\$116,597.00	
E 601-00000-121 PERA	\$6,636.66	\$9,000.00	\$6,643.85	\$2,356.15	73.82%	\$8,745.00	
E 601-00000-122 FICA	\$4,894.77	\$7,440.00	\$4,892.97	\$2,547.03	65.77%	\$7,229.00	
E 601-00000-123 Medicare	\$1,144.77	\$1,740.00	\$1,144.31	\$595.69	65.76%	\$1,691.00	
E 601-00000-131 Employer Paid Health	\$21,260.52	\$15,300.00	\$18,699.67	-\$3,399.67	122.22%	\$23,073.00	
E 601-00000-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-133 Employer Paid Dental	\$1,097.73	\$778.00	\$945.81	-\$167.81	121.57%	\$1,237.00	
E 601-00000-142 Unemployment Benefit Paym	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-151 Work Comp Premium	\$3,609.46	\$5,926.00	\$0.00	\$5,926.00	0.00%	\$4,793.00	
E 601-00000-190 Pension Expense	-\$1,600.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-210 Operating Supplies (GENERAL)	\$37,982.51	\$40,000.00	\$45,715.67	-\$5,715.67	114.29%	\$40,000.00	
E 601-00000-212 Fuel	\$985.37	\$850.00	\$1,022.06	-\$172.06	120.24%	\$850.00	
E 601-00000-220 Repair/Maint Supply (GENERAL)	\$22,170.34	\$22,000.00	\$19,199.21	\$2,800.79	87.27%	\$22,000.00	
E 601-00000-300 Professional Svcs (GENERAL)	\$13,349.07	\$30,000.00	\$56,864.74	-\$26,864.74	189.55%	\$30,000.00	
E 601-00000-320 Communications (GENERAL)	\$4,154.83	\$4,000.00	\$5,639.19	-\$1,639.19	140.98%	\$4,000.00	
E 601-00000-362 Property & Liability Ins	\$12,865.72	\$11,008.00	\$20,133.25	-\$9,125.25	182.90%	\$5,754.00	
E 601-00000-381 Electric Utilities	\$19,442.17	\$16,100.00	\$19,644.13	-\$3,544.13	122.01%	\$18,000.00	
E 601-00000-383 Gas Utility	\$1,818.18	\$2,000.00	\$1,505.87	\$494.13	75.29%	\$2,000.00	
E 601-00000-420 Depreciation	\$56,329.24	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-433 Dues and Subscriptions	\$7,517.78	\$350.00	\$365.00	-\$15.00	104.29%	\$400.00	
E 601-00000-437 Clothing Allowance	\$532.88	\$700.00	\$490.11	\$209.89	70.02%	\$700.00	
E 601-00000-438 Meeting & Education	\$565.47	\$2,500.00	\$1,596.50	\$903.50	63.86%	\$2,500.00	
E 601-00000-439 Refund & Reimbursement	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-441 State Sales Tax	\$624.36	\$578.00	\$505.64	\$72.36	87.48%	\$600.00	
E 601-00000-444 County Sales Tax	\$135.00	\$101.00	\$107.00	-\$6.00	105.94%	\$101.00	
E 601-00000-499 Amortization Expense	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-510 Capital Outlay-Actual Expense	\$6,373.35	\$20,000.00	\$20,614.16	-\$614.16	103.07%	\$11,000.00	
E 601-00000-550 Capital Outlay - Set Aside	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$10,000.00	
E 601-00000-601 Debt Srv Bond Principal	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-611 Bond Interest	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 601-00000-721 Transfer Out	\$50,000.00	\$50,000.00	\$0.00	\$50,000.00	0.00%	\$118,009.00	
Dept 00000 No Department	\$339,659.75	\$360,371.00	\$314,174.85	\$46,196.15		\$429,279.00	
FUND 601 WATER FUND	\$339,659.75	\$360,371.00	\$314,174.85	\$46,196.15		\$429,279.00	

Account Descr	2021 Amt	2022 Budget	2022 YTD Amt	2022 YTD Balance	%YTD Budget	2023 Budget	UnderLine
FUND 602 SEWER FUND							
Dept 00000 No Department							
E 602-00000-100 Wages and Salaries (GENERAL)	\$67,739.52	\$120,000.00	\$88,397.31	\$31,602.69	73.66%	\$116,597.00	
E 602-00000-121 PERA	\$6,633.69	\$9,000.00	\$6,640.16	\$2,359.84	73.78%	\$8,745.00	
E 602-00000-122 FICA	\$4,892.58	\$7,400.00	\$4,890.25	\$2,509.75	66.08%	\$7,229.00	
E 602-00000-123 Medicare	\$1,144.24	\$1,740.00	\$1,143.71	\$596.29	65.73%	\$1,691.00	
E 602-00000-131 Employer Paid Health	\$21,260.68	\$15,300.00	\$18,699.71	-\$3,399.71	122.22%	\$23,073.00	
E 602-00000-132 Employer Paid Health Savings	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 602-00000-133 Employer Paid Dental	\$1,097.71	\$788.00	\$945.81	-\$157.81	120.03%	\$1,237.00	
E 602-00000-151 Work Comp Premium	\$3,609.46	\$5,926.00	\$0.00	\$5,926.00	0.00%	\$4,793.00	
E 602-00000-190 Pension Expense	-\$1,498.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 602-00000-210 Operating Supplies (GENERAL)	\$12,763.81	\$6,600.00	\$7,326.18	-\$726.18	111.00%	\$6,600.00	
E 602-00000-212 Fuel	\$930.71	\$1,000.00	\$895.53	\$104.47	89.55%	\$1,000.00	
E 602-00000-220 Repair/Maint Supply (GENERAL)	\$8,211.36	\$16,000.00	\$18,667.95	-\$2,667.95	116.67%	\$16,000.00	
E 602-00000-300 Professional Svcs (GENERAL)	\$20,317.75	\$30,000.00	\$35,810.43	-\$5,810.43	119.37%	\$33,000.00	
E 602-00000-320 Communications (GENERAL)	\$3,274.77	\$3,500.00	\$3,916.74	-\$416.74	111.91%	\$3,500.00	
E 602-00000-362 Property & Liability Ins	\$12,865.72	\$11,008.00	\$20,133.25	-\$9,125.25	182.90%	\$5,754.00	
E 602-00000-381 Electric Utilities	\$8,663.18	\$10,000.00	\$8,321.24	\$1,678.76	83.21%	\$10,000.00	
E 602-00000-383 Gas Utility	\$821.62	\$1,103.00	\$1,089.29	\$13.71	98.76%	\$1,200.00	
E 602-00000-385 Mankato User Charge Fee	\$236,577.74	\$263,331.00	\$177,609.39	\$85,721.61	67.45%	\$263,331.00	
E 602-00000-420 Depreciation	\$46,653.23	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 602-00000-430 Miscellaneous (GENERAL)	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 602-00000-433 Dues and Subscriptions	\$0.00	\$0.00	\$23.00	-\$23.00	0.00%	\$0.00	
E 602-00000-437 Clothing Allowance	\$540.23	\$700.00	\$482.78	\$217.22	68.97%	\$700.00	
E 602-00000-438 Meeting & Education	\$555.06	\$2,500.00	\$10.00	\$2,490.00	0.40%	\$2,500.00	
E 602-00000-439 Refund & Reimbursement	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	
E 602-00000-510 Capital Outlay-Actual Expense	\$0.00	\$0.00	\$3,795.00	-\$3,795.00	0.00%	\$11,000.00	
E 602-00000-550 Capital Outlay - Set Aside	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$10,000.00	
E 602-00000-721 Transfer Out	\$50,000.00	\$50,000.00	\$300,000.00	-\$250,000.00	600.00%	\$50,000.00	
Dept 00000 No Department	\$507,055.06	\$555,896.00	\$698,797.73	-\$142,901.73		\$577,950.00	
FUND 602 SEWER FUND	\$507,055.06	\$555,896.00	\$698,797.73	-\$142,901.73		\$577,950.00	
	\$6,129,076.19	\$3,586,721.00	\$3,393,035.35	\$193,685.65		4,157,939.00	



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Mankato Motorsports Park Project

Mankato Motorsports Park project proposer Brad Bass and a representative from his team will be at this evening's meeting to present additional information and answer questions.

For purposes of providing background, the public comment period for the Supplemental Environmental Assessment Worksheet (EAW) for the Mankato Motorsports Park Project began on September 20th and ended on October 20th. Following the public comment period, the decision on the need for an EIS is made within 30 days of the close of the comment period. If the RGU determines there is insufficient information, the EIS need decision is postponed for up to 30 days. The RGU provides written notice to affected parties.

A motion was made and passed at the November 7th City Council meeting to declare insufficient information and postpone the EIS need decision until tonight's meeting. Written notice was provided to affected parties. The City Council requested responses to all substantive comments submitted during the public comment period.

Please refer to the memo included under "new business" which contains supporting information received for the EIS need decision.



Jennifer J. Bromeland
City Administrator



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Citizens Against Motorsports Park (CAMP)

Mike and Erin Guentzel with Citizens Against Motorsports Park (CAMP) will attend the meeting this evening and have requested that they be included on the agenda.

Attached is a copy of the request from CAMP.

A handwritten signature in blue ink that reads "Jennifer J. Bromeland".

Jennifer J. Bromeland
City Administrator

Jennifer Bromeland

From: Guentzel Unlimited <guentzelunlimited@gmail.com>
Sent: Thursday, December 1, 2022 4:11 PM
To: Jennifer Bromeland
Subject: Request to be put on agenda

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Jennifer,
Citizens Against the Motorsports Park (CAMP) would like to be put on the agenda for the December 5th meeting after Bradford Development/Bolton & Menk's presentation but BEFORE the decision on whether an Environmental Impact Statement will be needed for the proposed motorsports park.

Thank you,
Mike and Erin Guentzel
CAMP




705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Presentation of Water Tower Rehabilitation Bids

Brian Sarff, engineer with Bolton and Menk, will be at the meeting to present a bid evaluation for the Water Tower Rehabilitation project. In total, seven bids were received. The bids ranged from a low of \$463,000 to a high of \$758,700. The low bidder was Maguire Iron, Inc. from Sioux Falls, South Dakota.

Attached is a copy of the bid evaluation.


Jennifer J. Bromeland
City Administrator



Real People. Real Solutions.

1960 Premier Drive
Mankato, MN 56001-5900

Ph: (507) 625-4171
Fax: (507) 625-4177
Bolton-Menk.com

December 1, 2022

**BID EVALUATION FOR THE
WATER TOWER REHABILITATION PROJECT
EAGLE LAKE, MINNESOTA**

Seven (7) bids were received on November 30, 2022, for the Water Tower Rehabilitation project. The bids for the project ranged from a low of \$463,000 to a high of \$758,700, as shown in the attached bid tabulation. The low bidder was Maguire Iron, Inc. from Sioux Falls, South Dakota.

The specifications and bid documents did not contain any wording or ambiguities so as to force the Contractor to build in additional contingencies. The project had high bidder interest, and the number of bids received indicates there was significant interest in this project. Therefore, we feel that the bids received were competitive and responsive, and rebidding the project would not provide any cost savings.

The lowest responsive bid for this project was received from Maguire Iron, Inc. They have successfully constructed numerous similar coating projects in the region, and we have a long history of projects with them. The bid is approximately 15 percent below the total tower estimate of \$550,000.

The project has a completion start (tower is taken offline) of April 15, 2023, with a completion date of July 10, 2023.

Maguire Iron, Inc. is experienced in the type of work required for this project and has fulfilled the bidding and contract requirements. Therefore, we recommend that the bid from Maguire Iron, Inc. be accepted.

Respectfully Submitted,

Bolton & Menk, Inc.

A handwritten signature in blue ink, appearing to read 'John Graupman'.

John Graupman, P.E.
Principal Environmental Engineer

Enclosure: Bid Tabulation



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BID TABULATION

Project Location: Eagle Lake, Minnesota
Project Title: Water Tower Rehabilitation
Project No.: 0M2.128780
Addendum(s): None

Bid Day/Date: Wednesday, November 30, 2022
Bid Time: 2:00 pm

	BIDDERS	TOTAL UNIT PRICE BID
1.	Maguire Iron, Inc. Sioux Falls, SD	\$463,000
2.	Tankez Coatings Fort Worth, TX	\$464,650
3.	J R Stelzer Co. Lincoln, NE	\$484,900
4.	Classic Protective Coatings Inc. Menomonie, WI	\$487,950
5.	Champion Tank Services Maple Gove, MN	\$550,100
6.	Viking Industrial Painting Omaha, NE	\$607,750
7.	TMI Coatings, Inc. St. Paul, MN	\$758,700

ABSTRACT OF BIDS

WATER TOWER REHABILITATION
 CITY OF EAGLE LAKE, MINNESOTA
 PROJECT NO. 0M2.128780
 BID DATE 11/30/2022

ITEM NO.	ITEM	APPROX. QUANT.	UNIT	1		2		3	
				Maguire Iron, Inc. Sioux Falls, SD		Tankeez Coatings Fort Worth, TX		J R Stelzer Co. Lincoln, NE	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	Mobilization and site maintenance.	1	L.S.	\$5,000.00	\$5,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
2	Grinding (misc.)	10	Hour	\$300.00	\$3,000.00	\$100.00	\$1,000.00	\$80.00	\$800.00
3	Welding (misc.)	10	L.F.	\$150.00	\$1,500.00	\$150.00	\$1,500.00	\$250.00	\$2,500.00
4	Pit filler (misc.)	1	Hour	\$2,500.00	\$2,500.00	\$150.00	\$150.00	\$700.00	\$700.00
5	Caulking (misc.)	500	L.F.	\$10.00	\$5,000.00	\$5.00	\$2,500.00	\$5.00	\$2,500.00
6	Interior Wet - Complete removal and replacement on all surfaces.	1	L.S.	\$79,000.00	\$79,000.00	\$75,000.00	\$75,000.00	\$71,400.00	\$71,400.00
7	Interior Dry - Complete removal and replacement of inlet/outlet pipe, landings, cone base ring, overflow pipe, all piping/valves/steel in vault pit, and all areas above the upper landing.	1	L.S.	\$17,000.00	\$17,000.00	\$25,000.00	\$25,000.00	\$57,000.00	\$57,000.00
8	Interior Dry Spot Repair - Area <5% of interior dry not scheduled for full removal and replacement.	1	L.S.	\$5,000.00	\$5,000.00	\$25,000.00	\$25,000.00	\$3,000.00	\$3,000.00
9	Exterior - Complete sandblasting and reconditioning of tower (full exterior curtain containment).	1	L.S.	\$210,000.00	\$210,000.00	\$190,000.00	\$190,000.00	\$182,500.00	\$182,500.00
10	Provide and install new drain "mud" valve and piping.	1	L.S.	\$8,000.00	\$8,000.00	\$2,500.00	\$2,500.00	\$6,000.00	\$6,000.00
11	Provide and install new tank mixer.	1	L.S.	\$25,000.00	\$25,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00
12	Tower lettering/logs	1	L.S.	\$20,000.00	\$20,000.00	\$10,000.00	\$10,000.00	\$15,000.00	\$15,000.00
13	Provide and install new LED aviation obstruction light.	1	L.S.	\$5,000.00	\$5,000.00	\$17,000.00	\$17,000.00	\$8,000.00	\$8,000.00
14	Repair damaged grout/mortar under cone baseplate ring (caulk seam and paint grout/mortar).	1	L.S.	\$3,500.00	\$3,500.00	\$4,000.00	\$4,000.00	\$4,500.00	\$4,500.00
15	Modify lower landing with new drain to overflow pipe.	1	L.S.	\$2,500.00	\$2,500.00	\$3,000.00	\$3,000.00	\$6,500.00	\$6,500.00
16	Provide and install new recirculation pump, in-line temp sensor, flow indicator, all new inlet/outlet pipe valves, and piping.	1	L.S.	\$15,000.00	\$15,000.00	\$10,000.00	\$10,000.00	\$21,000.00	\$21,000.00
17	Provide and install new pressure manway gasket.	1	L.S.	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00	\$200.00	\$200.00
18	Provide and install new overflow pipe screen.	1	L.S.	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$300.00	\$300.00
19	Carefully remove inlet/outlet pipe insulation and reinstall insulation/jacket. Install existing metal jacket (provide with new banding) on inlet/outlet pipe.	1	L.S.	\$7,500.00	\$7,500.00	\$6,000.00	\$6,000.00	\$12,000.00	\$12,000.00
20	Provide new personal protection (safety climb) equipment.	1	L.S.	\$11,000.00	\$11,000.00	\$8,000.00	\$8,000.00	\$14,000.00	\$14,000.00
21	Provide new rubber/neoprene tank drain hose and check valve to overflow pipe at upper landing.	1	L.S.	\$2,500.00	\$2,500.00	\$3,000.00	\$3,000.00	\$8,000.00	\$8,000.00
22	Carefully remove/reinstall all city antennas/holiday lights.	1	L.S.	\$5,000.00	\$5,000.00	\$10,000.00	\$10,000.00	\$8,000.00	\$8,000.00
23	Provide and modify/install new metal visor above "painters" access door at upper landing.	1	L.S.	\$1,000.00	\$1,000.00	\$6,500.00	\$6,500.00	\$2,000.00	\$2,000.00
24	Provide and install new inlet/outlet pipe expansion joint.	1	L.S.	\$15,000.00	\$15,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
25	Disinfection.	1	L.S.	\$1,000.00	\$1,000.00	\$3,500.00	\$3,500.00	\$4,000.00	\$4,000.00
26	Site restoration.	1	L.S.	\$1,500.00	\$1,500.00	\$7,500.00	\$7,500.00	\$5,000.00	\$5,000.00
27	Construction allowance.	1	L.S.	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
TOTAL UNIT PRICE BID:					\$463,000.00	\$464,650.00	\$484,900.00		

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705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Building Inspection Services

Randy King with Prokore Inspections recently contacted the City of Eagle Lake to request the ability to present information to the City Council about building inspection services that he offers. Attached is an informational sheet about inspection services.

For purposes of providing background, the City has been contracting with City Building Inspection Services, LLC (Dan Murphy) since at least 2007.

If the City wishes to consider proposals for building inspection services outside of the current contract with City Building Inspections Services, LLC, then a request for proposal can be put together and advertised to the public. Specifics of compensation should not be discussed at tonight's meeting.

Jennifer J. Bromeland
City Administrator

Jennifer Bromeland

From: Randy King <randy@prokoreinspections.com>
Sent: Wednesday, November 2, 2022 4:47 PM
To: Jennifer Bromeland
Subject: Inspection Services
Attachments: Community Partner.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Afternoon Jennifer,

Thank you for taking the time to speak with me on Friday regarding presenting in December to the Council and staff. I have attached as requested our informational sheet regarding inspection services for your review. If you have any questions at all, please do not hesitate to let me know.

Thanks Jennifer, have a wonderful rest of the afternoon!

Kind Regards,

Randy King

Principal Inspector CMI, ICC
MN State Building Official #LB782676
Office / [507.388.4224](tel:507.388.4224)
Mobile / [507.382.7007](tel:507.382.7007)
www.prokoreinspections.com



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Since 2007, our inspection and building safety solutions have helped Minnesota communities build and maintain safe, sustainable and durable buildings enforced through State and nationally recognized building codes and standards.

Whether you're facing unpredictable building growth, large project demand, staff shortage, or require a dedicated building department, we can provide cost-effective solutions built around your communities needs.

BUILDING DEPARTMENT SOLUTIONS

Dedicated Building Department

- MN State Building Officials
- Building Plan Review
- Building Inspection
- Permit Issuance

Plan Review

- Residential
- Commercial
- New Construction
- Plumbing
- Energy
- Post-Disaster
- Structural
- Electronic

Building Inspection

- Residential
- Commercial
- New Construction
- Mechanical
- Plumbing
- Energy
- Post-Disaster
- Structural
- Roof
- Rental
- Property Maintenance
- Nuisance
- Erosion & Stormwater
- Remote Virtual

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Minimize Staffing



Improved Customer Service



Expedite Department Services



Increased Community Revenue



Manage Demand Fluctuations

FREQUENTLY ASKED QUESTIONS

Our small community can't staff a building inspector or official, can you help?

Yes. We staff experienced building inspectors and Minnesota licensed building officials that can fulfill the role of your communities building inspector or the designated building official. In addition, we provide small and medium size communities with dedicated, full-service building department needs including permits issuance, citizen correspondence and meetings, and building plan review and inspection.

What is an ordinary implementation period?

Depending on the needs of the community, we can provide assistance in as little as 24-48 hours after an executed contract. For most dedicated building department needs, assistance can begin in as little as 1-2 weeks after an executed contract.

How do you charge for your services?

Services are charged based on the scope of work, but ordinarily involve an hourly charge for staff augmentation needs, and a permit percentage split for dedicated building department assistance.

How long is an ordinary contract?

Contracts can be tailored to the current needs of the community, but ordinary contracts for staff augmentation range from 1 to 5 years, and 2 to 5 years for dedicated services.

Why should we select Prokore?

At Prokore, we constantly evolve to better serve the communities we assist and remain in constant alignment with the goals of the community. Our staff provides unparalleled building code knowledge combined with first-rate community service including extended office hours of Monday – Friday, 8am – 8pm, flexible inspection schedules including Saturdays, online permitting, electronic plan review, and remote virtual inspections.

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www.prokoreinspections.com

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(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Strategic Economic Development Plan

Alejandra Bejarano with Region 9 will be at the meeting to present the final Strategic Economic Development Plan for the City of Eagle Lake.

For purposes of providing background, the City applied for and received a \$10,000 grant from the Southern Minnesota Initiative Foundation's Small Town Grant program to complete a strategic economic development plan and initiative. Region 9 was engaged as a consultant to facilitate the process.

Attached is a copy of the final Strategic Economic Development Plan

Jennifer J. Bromeland
City Administrator



CITY OF
EAGLE LAKE

STRATEGIC
ECONOMIC
DEVELOPMENT
PLAN

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Acknowledgment

Region Nine Development Commission (RNDC) would like to thank the numerous individuals who contributed time and energy to creating this plan. The vision set forth in this plan was developed in partnership with the City of Eagle Lake, the local EDA, as well as the residents and other stakeholders of Eagle Lake. Many business owners, residents, civic leaders, and other individuals provided input through the online survey and agreed to be interviewed as part of this effort. Their input, energy, and ideas enriched the planning process and helped set a course for the future of Eagle Lake.

In addition, RNDC would like to thank the Southern Minnesota Initiative Foundation (SMIF) and its Small-Town Grant Program, which seeks to build sustainable and vibrant communities by engaging residents, enhancing existing leadership, and amplifying opportunities for new leadership to emerge. Through this program, SMIF awarded \$10,000 to the city of Eagle Lake to create a long-term vision for the city through a strategic planning process with broad community input, which made this plan possible.

Eagle Lake City Staff

Jennifer Bromeland, City Administrator
Kerry Rausch, Deputy Clerk
Mandy Auringer, Administrative Clerk

Eagle Lake EDA

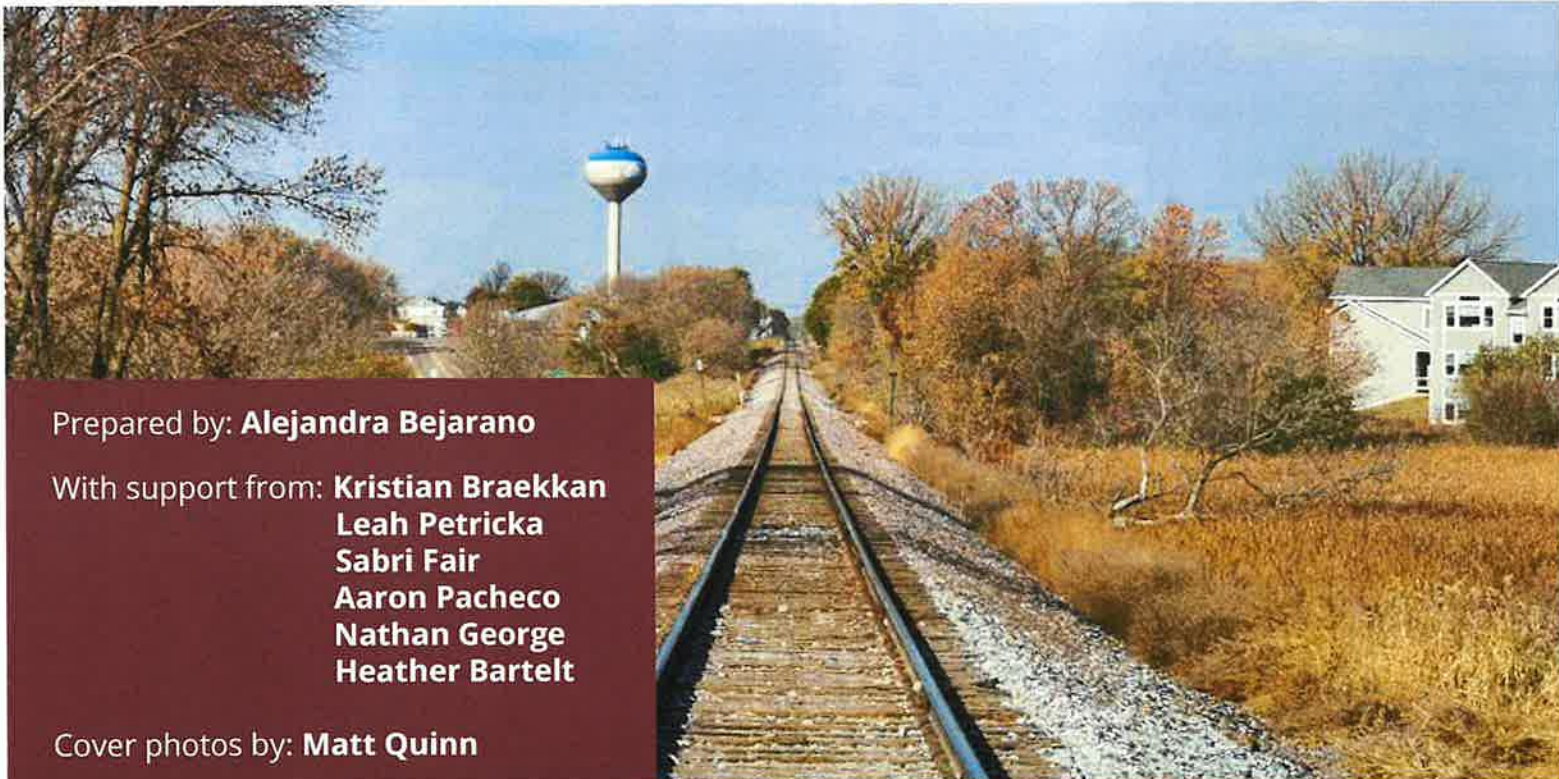
Brian Hughes, Chairman
Jim Beal
Christine Black-Hughes
Tony Dickmeyer
Brooke Wach
Anthony White
John Whittington

Eagle Lake City Council

Tim Auringer, Mayor
Beth Rohrich
Garrett Steinberg
Anthony White
John Whittington

Small Group Session Participants

Survey respondents: 390+



Prepared by: **Alejandra Bejarano**

With support from: **Kristian Braekkan**
Leah Petricka
Sabri Fair
Aaron Pacheco
Nathan George
Heather Bartelt

Cover photos by: **Matt Quinn**



Dear Eagle Lake Community Members,


As a community that is experiencing growth and poised for continued growth, the Eagle Lake Economic Development Authority (EDA) identified the need to develop a strategic economic development plan and initiative to position Eagle Lake for a bright and resilient future by growing our community in a consistent and sustainable manner. During the summer/fall of 2021, the City of Eagle Lake applied for and received a Small-Town Grant through the Southern Minnesota Initiative Foundation (SMIF) to contract with Region Nine Development Commission (RNDC) to research and create a Strategic Economic Development Plan for the City.

The plan sets forth a framework to identify future opportunities and challenges so that we create a sustainable and diverse economy while also retaining our sense of community and small-town atmosphere where community members can experience a high quality of life. The plan will also serve as a guide to community resiliency so that Eagle Lake remains a healthy and vibrant community for many years to come.

On behalf of the City of Eagle Lake and EDA, thank you to the many community members that enthusiastically shared valuable input via the resident survey, small group sessions, in-field surveys, email, and public meetings. Your willing participation was pivotal in shaping the plan.

Thank you also to our partners – RNDC and SMIF – for making this project possible.

The adoption and implementation of this plan will further ensure that our community continues to be a place “Where Opportunity Soars”!

Sincerely,

Jennifer J. Bromeland
City Administrator



EAGLE LAKE STAFF MEMBERS

ADMINISTRATION



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with questions.

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Vern Simpson
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John Kopp
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POLICE



Dustin Jensen
Full-Time Officer



Connor Guillemette
Full-Time Officer



Tyler Wallert
Part-Time Officer

PUBLIC WORKS



Brian Goettl
Public Works Director
bgoettl@eaglelakemn.com
Retiring 2/2023



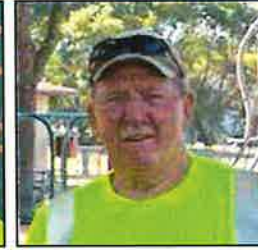
Andrew Hartman
*Public Works Director
(In Training)*
ahartman@eaglelakemn.com

NOW HIRING

*Public Works
Worker*



Michael Nicklay
Public Works Worker



Jerry Haber
*Seasonal Public
Works Worker*

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Executive Statement

Over the last couple of years, Eagle Lake has become one of the fastest-growing communities in the state of Minnesota, contrary to other rural communities in the south-central region that are grappling with declining populations and brain drain. As with all growing cities, Eagle Lake faces the significant challenge of managing the pressures of rapid growth paired with limited financial resources and limited capacity. The advantages of effective growth include increased economic opportunity, economic growth, a sustaining local tax base, and business development, among others.

Eagle Lake is also economically connected with the anchor of the Mankato/North Mankato Metropolitan Statistical Area (MSA) to a higher degree than most other cities in Blue Earth County. Due to its proximity to a larger urban area, Eagle Lake has unique opportunities, such as access to a strong neighboring job market with a diverse economy that attracts skilled and educated residents. Conversely, the rapid growth Eagle Lake is experiencing presents a range of potential issues, which include effectively managing development pressures, attracting and retaining businesses, and preserving the community's character.

To address this challenge, Eagle Lake applied for grant funding in 2021 from SMIF through its Small-Town Grant program to conduct a Strategic Economic Development Plan. Upon selection, the City of Eagle Lake hired RNDC to create and design a plan informed by community and business input with specific implementation components that can strengthen the local economy and guide economic development efforts toward long-term sustainability.

The process incorporated both quantitative and qualitative elements to create a comprehensive picture of Eagle Lake's local economy, position, and reputation within the region. Each stage of the process incorporated public engagement to verify findings, test assumptions, and uncover additional opportunities or challenges to be addressed in the implementation plan.



About RNDC

RNDC serves nine counties in South Central Minnesota: Blue Earth, Brown, Faribault, Le Sueur, Martin, Nicollet, Sibley, Waseca, and Watonwan, and it is collectively known as Region Nine. RNDC takes great pride in working with and on behalf of these counties, their cities, townships, and school districts. Since 1972, being a partner for progress has led to the development of programs in the areas of economic development, business development, healthy communities, transportation, community development, and leveraging regional resources. RNDC is governed by 40 regional leaders. These leaders include elected officials representing nine counties, 72 cities, 147 townships, 32 school districts, the Minnesota Valley Council of Governments, and public interest groups including, Health and Human Welfare, Minority Populations, and Youth.

RNDC receives an annual planning grant from the Federal Economic Development Administration (EDA) to conduct economic development planning activities within the region. Activities range from developing and maintaining the Community Economic Development Strategy (CEDS), leading regional-based economic development goals and strategies, facilitating the regional Community and Economic Development Planning Committee, hosting regional grant opportunity forums, workforce forums, and assisting communities who are interested in seeking Federal EDA funding.

Chapter One: PROJECT OVERVIEW

The strategic economic development plan for the City of Eagle Lake is a guiding document that formulates the economic vision, mission, and long-term goals of Eagle Lake, derived from community-identified priorities. By conducting a realistic assessment of local resources and assets, a strategic economic development plan helps guide the city's economic and community development planning to accomplish these long-range goals. This plan is the result of a wide-ranging engagement process that integrates the knowledge and input of residents and is representative of the wide range of viewpoints in the community.

While the City of Eagle Lake is the primary driver of this initiative, the success of the plan relies on the support and participation of the whole community. Cross-sector collaborations with local organizations, foundations, and community groups will also be fundamental to strengthening and enhancing the city's efforts. Considered an intentional step toward identifying and realizing Eagle Lake's shared vision, this strategic plan articulates how the residents of Eagle Lake want their community to be in the years to come.

The following sections describe a fast-growing community with a high and affordable standard of living, a high-quality school, and a family-friendly atmosphere, supported by a strong-neighboring job market and local economy. The vision and strategic planning efforts outlined in this plan will build a sustainable process for ongoing community innovation and transformation that will build on the attributes that make Eagle Lake unique.



Why strategic planning?

Having a strategic economic development plan in place helps communities identify long-term goals and guides current and new economic development strategies to accomplish said goals. Moreover, it allows communities to be more responsive and better positioned to attract funding opportunities. It helps communities build consensus on objectives and efforts that can improve the local economy and that take into account local resources, constraints, and opportunities.

“Strategic Planning is a living vehicle for community leaders to think strategically, to make sound decisions in a sea of game-changing circumstances, to focus efforts, and to develop consensus for collaboratively solving problems.”

- International Economic Development Council (IEDC)

Process Overview

This plan results from a seven-month initiative conducted between March and October 2022 and represents the input of over 400 engaged residents, business owners, and other stakeholders.

The plan was developed through a multi-step process, as illustrated in the figure below.

Figure 1: PLANNING PROCESS



The seven-month planning process incorporated a public survey, one-on-one interviews, small group sessions, and a community planning workshop. Responses identified Eagle Lake as a safe and flourishing community with a good quality of life, yet several challenges were identified. Specifically, community members voiced concerns including the effective management of growth, the quality of drinking water, housing, and the difficulty in attracting and retaining businesses. However, respondents also expressed optimism that Eagle Lake can remain competitive and remain a high-quality community to live in over the next 20 years. Three areas identified as crucial for future resilience were sustainable growth, housing, and local retail options. More detailed results can be found in the Stakeholder Outreach Summary section.

Public engagement was an important part of designing this plan. Community outreach aimed to make participation convenient for residents to provide input in a variety of ways. The planning process incorporated opportunities to meet the public where they were by attending Music on Parkway, Tator Days, and a drawing contest for Eagle Lake youth.

Public Survey

A public survey was developed to solicit feedback from Eagle Lake residents and stakeholders on the future vision for the community and to help identify community development priorities. The public survey was made available to residents of Eagle Lake in both online and paper formats on April 29th, 2022 and remained open through May 31st, 2022. The online survey was delivered via Survey Monkey and was accessible in English, Spanish, and Somali. A paper survey was also distributed and mailed to all households within city boundaries. In total, 396 responses were collected. See Appendix for the full survey

Stakeholder Outreach

Input from a representative cross-section of stakeholders in Eagle Lake was collected as part of the project, either through one-on-one interviews, community events, or small group discussions. Interviews and small group discussions took place virtually and in person at Eagle Lake City Hall during the month of June and July. These interviews were used to solicit additional qualitative input, test, confirm market findings and identify additional opportunities or challenges.

COMMUNITY POP-UP EVENTS

MUSIC ON PARKWAY

REC ON THE GO

TATOR DAYS

EAGLE LAKE SUMMER
READING PROGRAM



Community Planning Workshop

A Community Planning Workshop was held as part of this process on July 13, 2022. The workshop was facilitated by RNDC at Eagle Lake City Hall, where results from the public survey and stakeholder outreach were presented. Additionally, RNDC facilitated a SWOT analysis with members of the community who attended the workshop. A final public meeting was held on December 5, 2022, to present final recommendations and discuss the implementation of the plan.



Drawing Contest

A drawing contest was held in the month of July and was open to kids in grades K-12 residing in Eagle Lake. The first-place winners from each grade category received a \$25 dollar gift card. The contest's theme was "What do you love about Eagle Lake?"

Drawing Contest Winners



K-2nd Grade



3rd-5th Grade



6th-8th Grade



9th-12th Grade

PROJECT TIMELINE

FEBRUARY

- Meeting with city administrator

APRIL

- Eagle Lake EDA meeting
- Design stakeholder engagement
- Economic development assessment and market analysis

JUNE

- Eagle Lake EDA meeting
- Community pop-up events
- Drawing contest
- Economic base analysis
- Data collection

AUGUST/SEPTEMBER

- Document review
- Plan design

MARCH

- Eagle Lake EDA initial meeting
- Establish objectives and goals for the strategic plan
- Asset mapping

MAY

- Print and online surveys are distributed
- Facebook ad campaign
- Economic development assessment and market analysis

JULY

- Community planning workshop
- Continue data and input analysis
- Small group sessions
- One-on-one interviews with stakeholders

OCTOBER

- Public review
- Present final plan to city council

Chapter 2: ECONOMIC & MARKET ANALYSIS

A market analysis was conducted to explore current market conditions and trends associated with demographic and economic variables influencing residential, retail, and employment market conditions for Eagle Lake. The size, composition, and relationship between local residential markets, retail trade areas, and labor shed dynamics create a picture of the Eagle Lake economy.

Analysis for the City of Eagle Lake is based on data from the Census Bureau, County Business Patterns, American Community Survey, Longitudinal Employer-Household Dynamics, and other public and private sources. This plan hereby incorporates and references the following documents from the City of Eagle Lake:

- **Land Use Plan 2006**
- **Comprehensive Plan 1991**
- **Orderly Annexation Agreement (City of Mankato and the Town of Mankato 2013)**
- **Eagle Lake's City Code**

Background

Founded in November 1872, Eagle Lake is a city in Blue Earth County with a population of 3,278¹. Eagle Lake is in both Le Ray and Mankato Townships, and it is part of the Mankato-North Mankato MSA. It is located along U.S. Highway 14 and Minnesota State Highway 60.

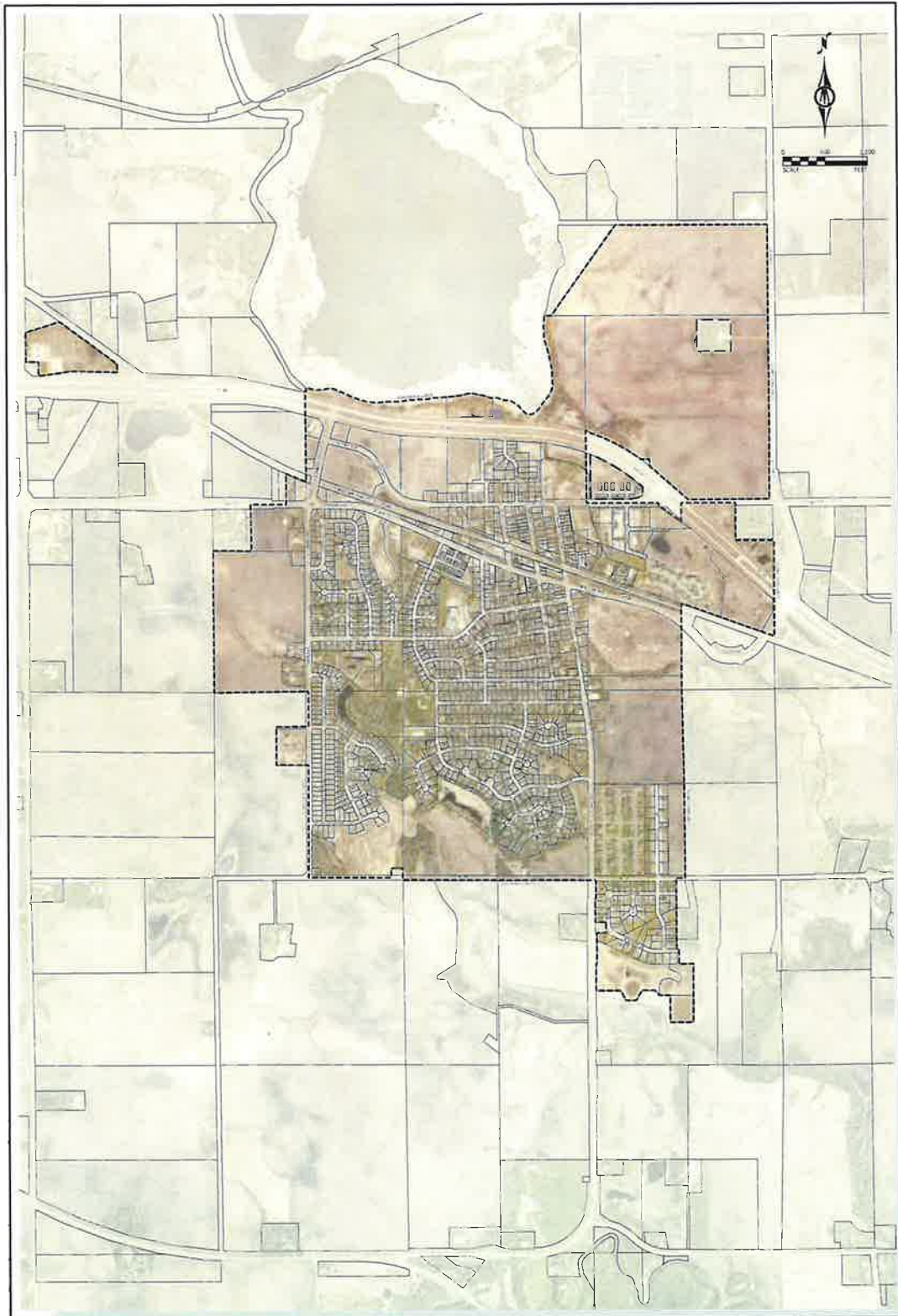
Location & Access

The location of a community relative to larger population centers and major transportation hubs in part determines the type of businesses that will locate and thrive there. Eagle Lake is located east of Mankato along the recently expanded Highway 14. It is economically connected with the anchors of Mankato/North Mankato, St. Peter, and Owatonna, and to a lesser degree, the major labor markets of the Twin Cities. Located on 1.55 square miles of land, the city is approximately 7.5 miles east of downtown Mankato via Highway 14. The residential and business areas are south of Highway 14².

Eagle Lake's businesses rely heavily on Highway 14 for transportation and distribution needs. There are also two two-lane county roads leading to Eagle Lake from both the west and south of Highway 14, which includes Parkway Avenue, Agency Street, and LeRay Avenue. Eagle Lake is also close to the Mankato Regional Airport; a public airport located 6.4 miles (3 km) north of the city. Nearby primary airports include the Minneapolis-St Paul International Airport (78.5 miles away) and the Rochester International Airport (64 miles away).

Eagle Lake's downtown is located on the south side of Highway 14 in the northern part of the community. Light industrial activity occurs in the north of the city on both sides of the highway. Residential neighborhoods are mostly distributed south of Highway 14, bordered by the lake to the north outside of the city boundaries.³

Figure 2: MAP OF EAGLE LAKE



DEMOGRAPHICS

Population

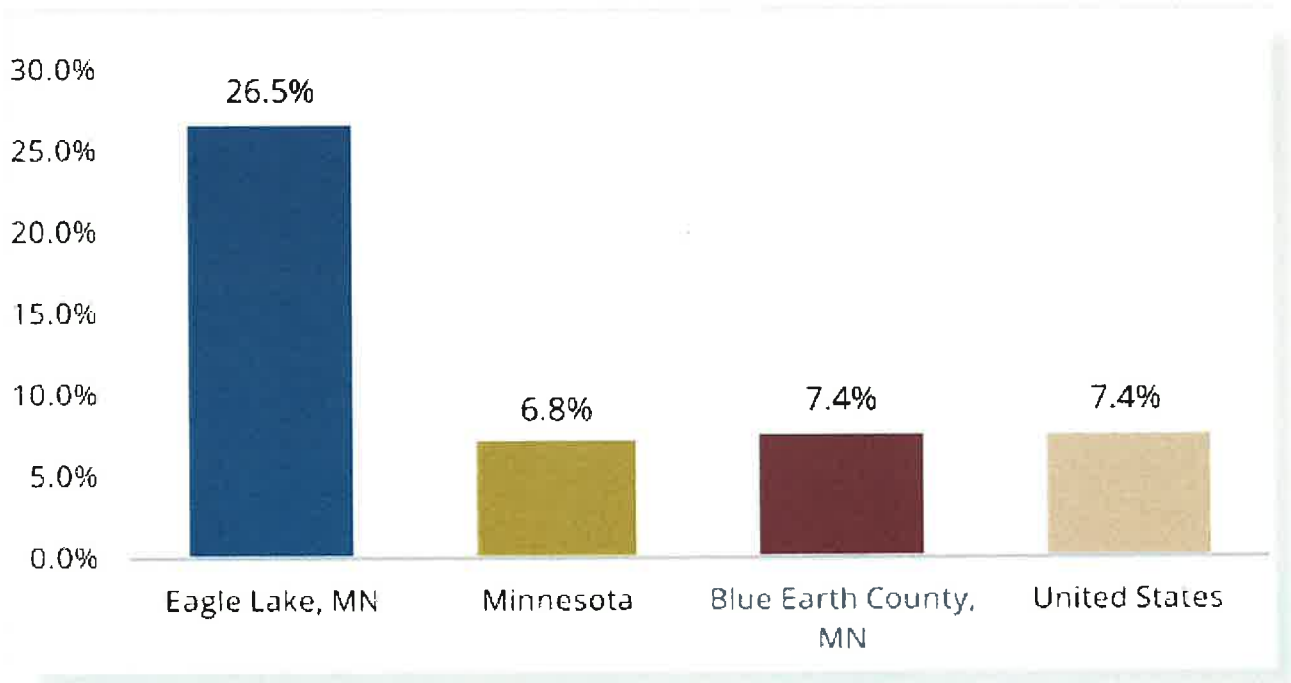
In the last 20 years, Eagle Lake has experienced rapid growth as its population has nearly doubled since 2000, when it was 1,787. Eagle Lake’s population has increased by 26.5% since 2010, compared to the 7.4% and 6.8% growth rates the county and state have respectively experienced. This growth rate surpasses the county’s rate by almost four times. As of 2020, the population was 3,064 compared to 67,368 in the county. In 2016, Eagle Lake was the 2nd fastest growing city in the state, with a growth rate of 5.5%.⁴

Table 1: CITY, COUNTY, STATE – POPULATION

Economic Segment	City of Eagle Lake	Blue Earth County	Minnesota
Population (2020)	3,064	67,368	5,600,166
Population (2010)	2,423	62,719	5,241,914
Population Change (2010-2020)	641	4,649	358,252
Population % Change (2010-2020)	26.5%	7.4%	6.8%

Source: U.S. Department of Commerce. 2022. Census Bureau

Figure 3: POPULATION PERCENT CHANGE (2010 to 2020)⁵



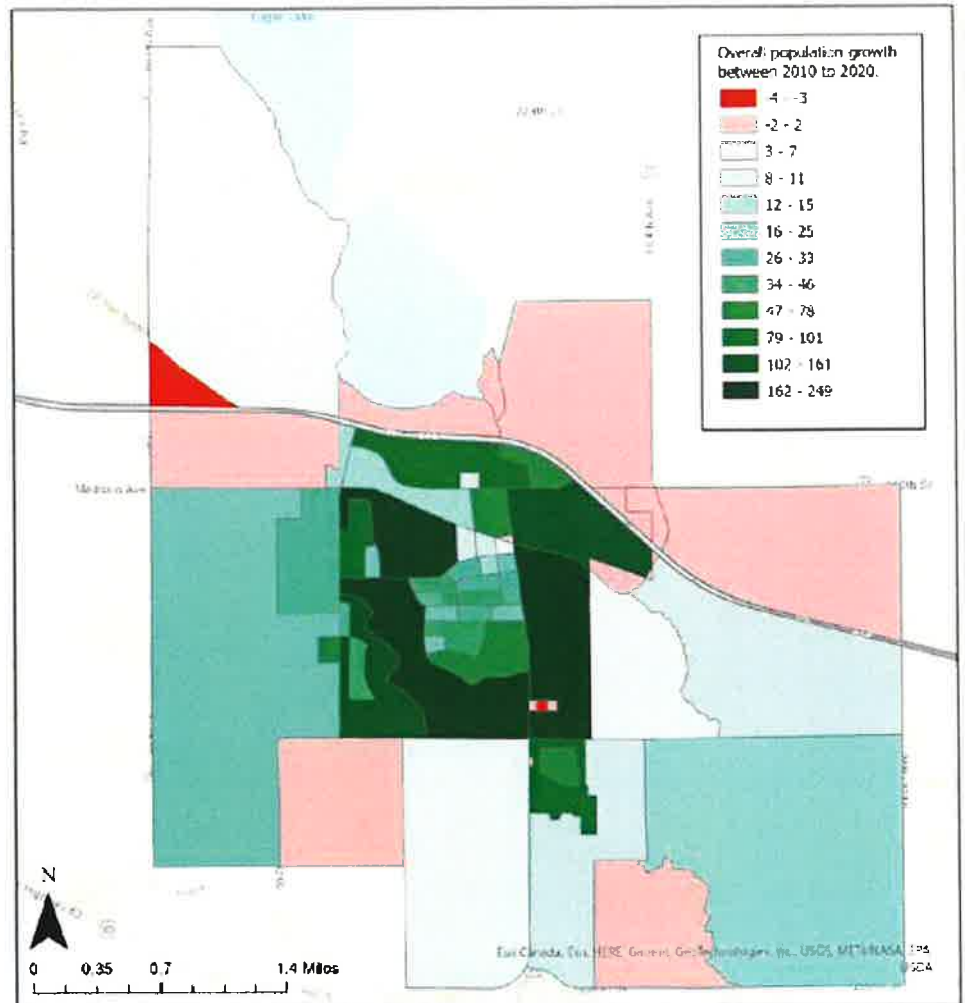
4. U.S. Department of Commerce. 2022. Census Bureau
 5. U.S. Department of Commerce. 2022. Census Bureau, American Community Survey Office, Washington, D.C.

Eagle Lake Population Trends

Looking further into Census data from a geographic lens, Eagle Lake has seen overall growth over the last two decades. Using census blocks, an even smaller area of measure from the traditional census tract, the over all population growth of Eagle Lake and the surrounding area were visualized through mapping in Figure 4.

Despite the last two decades of rapid growth, not all census blocks saw this equally. Blocks in dark red saw an overall decline in population, light red represents very little growth or a slight decline, while light green to dark green saw small to large overall growth respectively. Given population trends, it is expected that urban centers would hold significantly higher rates of increase than surrounding areas. Given such positive statistics, areas of significant population decline may be attributed to localized factors, and if considered for further study, should be examined individually.

Figure 4: EAGLE LAKE POPULATION TRENDS 2010-2020⁶



Population statistics by Census block developed by United States Census (Decennial Census years 2010 and 2020)
Census block values organized using the Jenks Natural Breaks

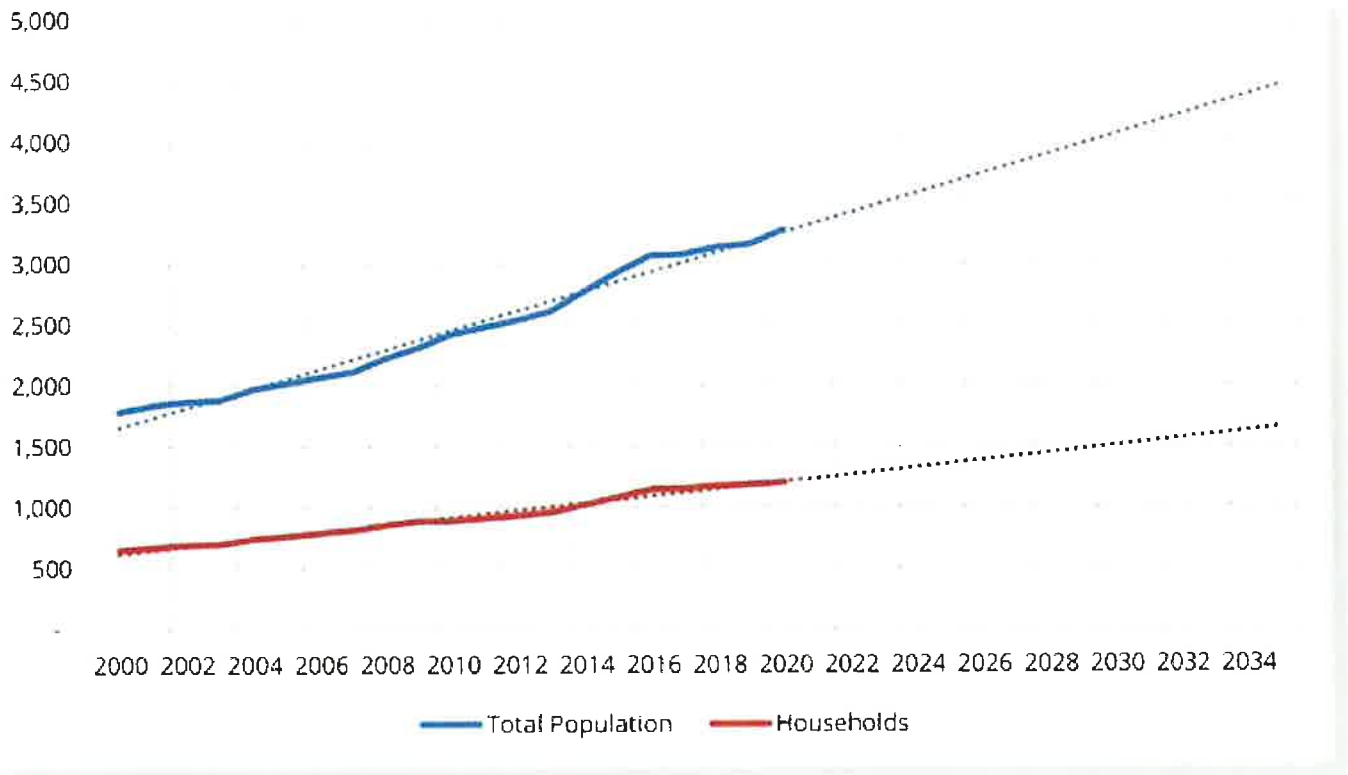


Aaron Pacheco
Research Associate
Region Nine Development Commission
August 14, 2022

Eagle Lake Population Estimates

Eagle Lake has experienced above-average population growth over the past couple of decades. The city has not only grown faster than other regional communities but has also been one of the fastest-growing communities in the State of Minnesota. Between 2000 and 2020 the city grew at an average rate of approximately 80 people per year as indicated in Figure 5 below. If this trend continues the city would be expected to have nearly 4,500 residents by 2035, or nearly 900 more people when compared to the 2020 census using linear regression estimates based on the last 20 years' growth figures.

Figure 5: EAGLE LAKE POPULATION AND HOUSEHOLDS WITH 2021-2035 PROJECTIONS (BASED ON 2000-2020 GROWTH RATES)⁷

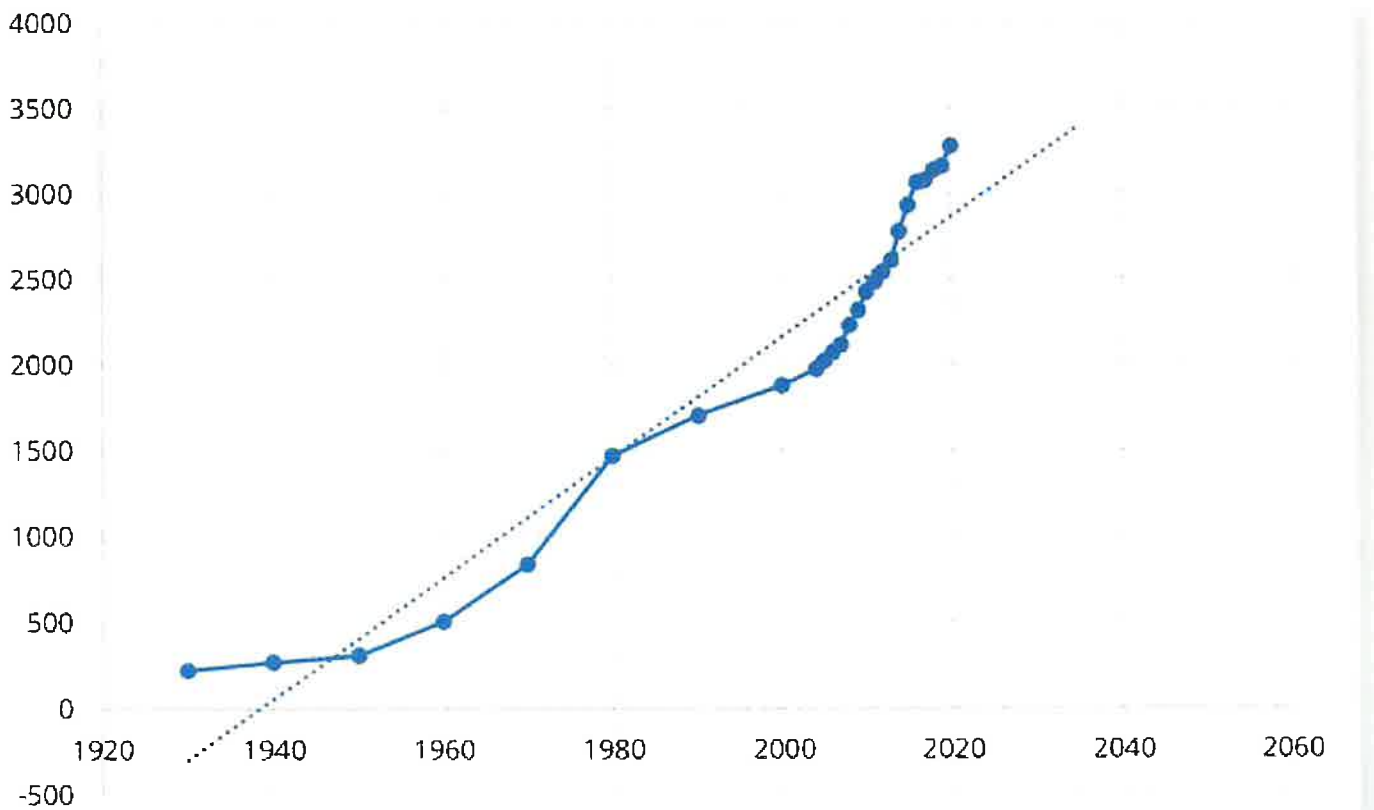


7. Regression: $y = 79.9x - 158,143$, $R^2 = 0.9798$

Population projections are forecasts of the population in future time periods. Using a model that integrates recent historical data and standard demographic processes, estimates of future population are generated based on historic patterns. The model above gives confidence in the estimates based on the last 20 years' developments for both population and household figures. This chart indicates that if the patterns repeat over the next decade, 80 (79.9) people per year would be supported by an increase in 29.46 households. These projections would keep the average household size at 2.72 residents (2020 average household size), a figure that has remained constant between 2.6 and 2.7 over the past two decades.

However, the recent growth appears to be above average from a long-term perspective. Using historical data from 1930 to 2020 indicates that the 2000-2020 growth was higher than expected which allowed the city to catch up to the expected population figures by the mid to late 2000s and with higher-than-average growth leading up to the 2020 census. This is typical for smaller communities, particularly when being near larger cities or growth centers. Yet, it also warrants a more conservative interpretation of recent growth (and decline) cycles.

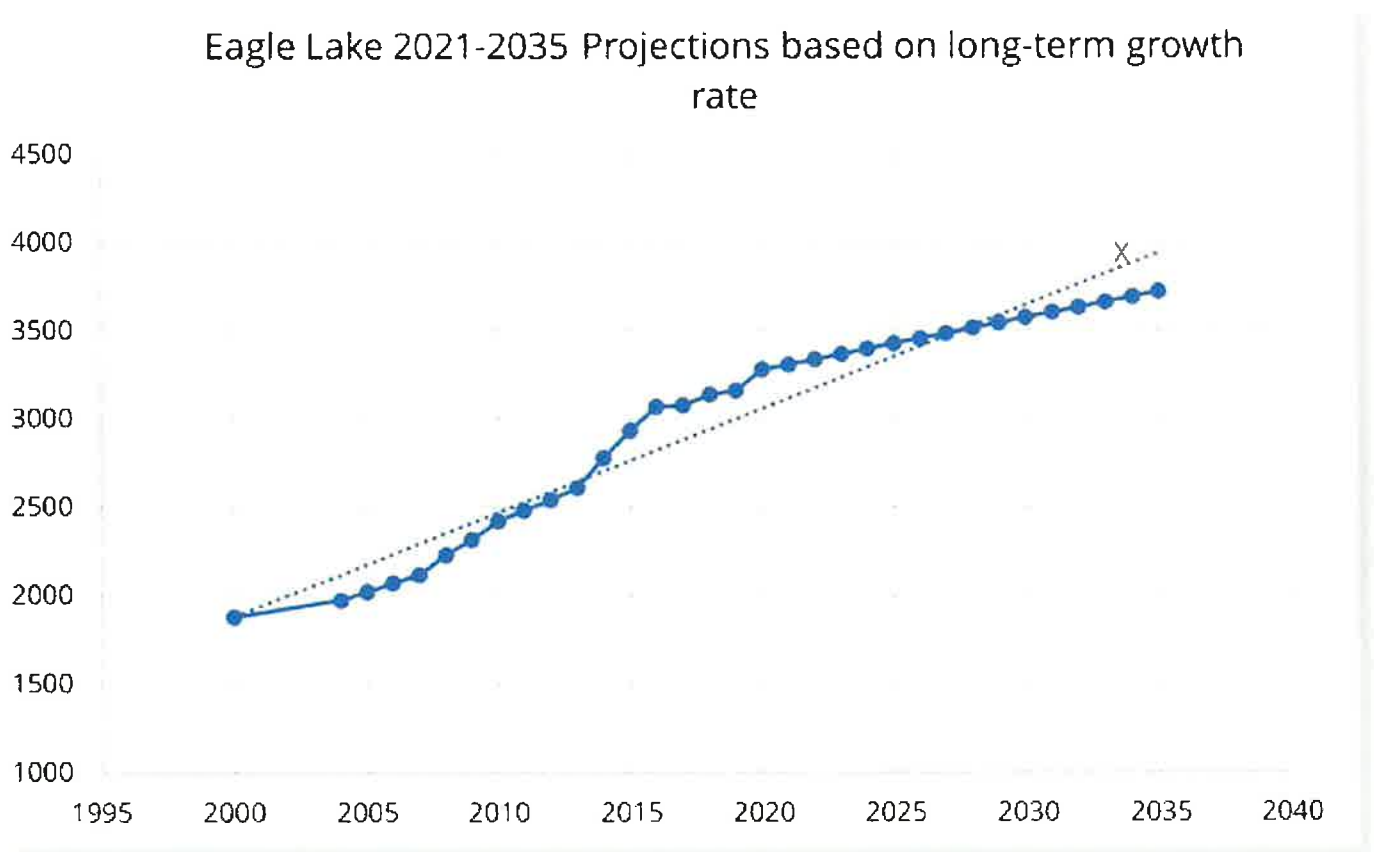
Figure 6: EAGLE LAKE POPULATION (1930-2020) WITH 2020-2035 PROJECTIONS⁸



As the Figure 6 illustrates, the long-term growth rate is 35 residents per year. If these figures are imposed on the last 20 years, the expected growth over the next 10 years indicates that Eagle Lake's population would be 3,720 by year 2035, which would add almost 500 residents from the 2020 census. This would adjust population figures back in line with historic trends as indicated below by the solid line in Figure 7 (annual growth is indicated by the dotted line). This method utilized adjusted figures where the actual growth is corrected to 65 residents per year (65.9), reflecting the historical growth rate while taking the actual 2020 population figures into account.

Assuming Eagle Lake's population is at 3,730 residents in the year 2035 (see Figure 7), Eagle Lake will require 1,368 homes to maintain its current household size of 2.72.

Figure 7: ADJUSTED POPULATION GROWTH RATE 2021-2035⁹



Population by Age

As shown in Table 2, Eagle Lake's largest share of residents are young adults between the ages of 25 and 44. This can be attributed to Eagle Lake being a budget-friendly option near an urban area offering a family-friendly atmosphere. Eagle Lake's second-largest age group is adults 45 to 64 who represent 23.23% of the population, whereas 18 to 24-year-old residents make up the second-largest age in Blue Earth County and represent 21.6% of the population. Eagle Lake's third-largest age group is 5 to 17 (21.18%). In contrast, Region Nine's* largest age groups are adults 45 to 64, young adults 25 to 44, and older adults 65 plus.¹⁰

Table 2: CITY, COUNTY, ECONOMIC DEVELOPMENT DISTRICT, STATE – POPULATION BY AGE

	City of Eagle Lake	Percentage	Blue Earth County	Region Nine*	Minnesota
Total Population	3,064	100%	67,368	232,941	5,600,166
Preschool (0-4)	265	8.65%	3,668	13,449	351,104
School Age (5-17)	649	21.18%	9,634	37,409	948,180
College Age (18-24)	352	11.49%	14,560	28,929	498,444
Young Adult (25-44)	870	28.39%	16,439	54,819	1,471,018
Adult (45-64)	712	23.24%	13,824	57,401	1,443,844
Older Adult (65+)	216	7.05%	9,243	40,934	887,576

Source: Census Bureau

*Region Nine is the designated Economic Development District for the nine-county area of South-Central Minnesota (Blue Earth, Brown, Faribault, Le Sueur, Martin, Nicollet, Sibley, Waseca, and Watonwan Counties)



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Figure 8: POPULATION BY AGE IN EAGLE LAKE¹¹

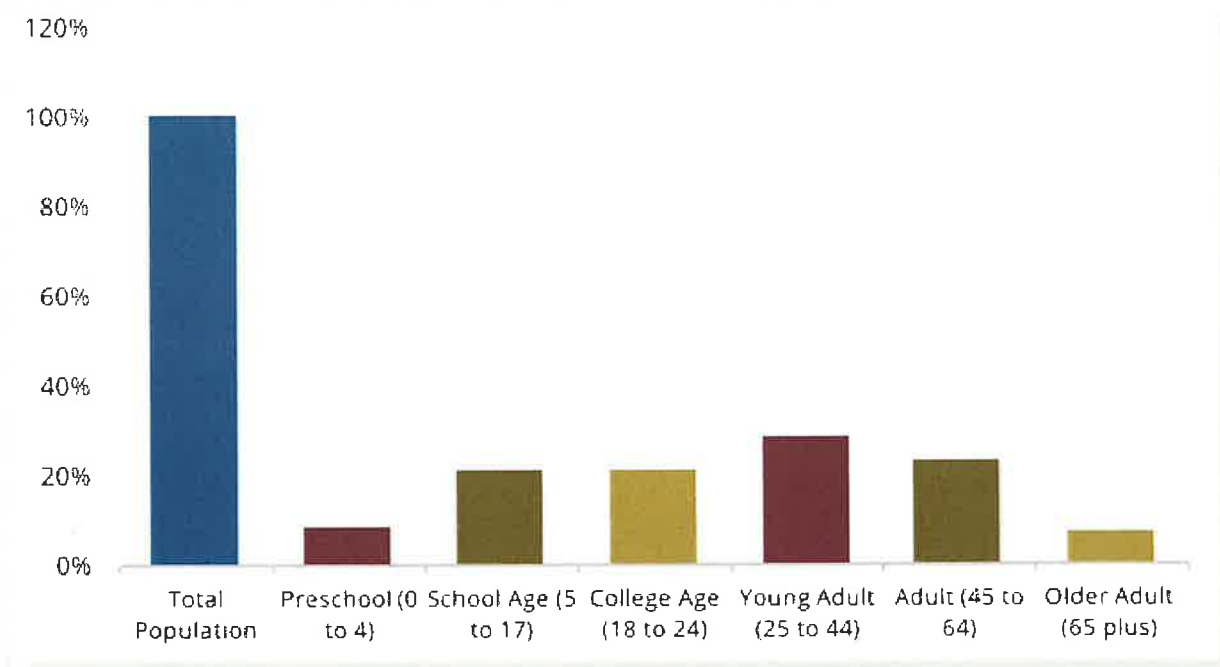


Table 3: POPULATION BY GENDER & MEDIAN AGE

	City of Eagle Lake	Percentage	Blue Earth County	Minnesota	United States
Female	1,553	50.69%	33,673	2,811,149	165,750,778
Male	1,511	49.31%	33,695	2,789,017	160,818,530

Source: U.S. Department of Commerce. 2022. Census Bureau

Median Age¹²



Eagle Lake: 31.5

Blue Earth County: 31.3

Minnesota: 38.1

United States: 38.2

Population by Race and Ethnicity

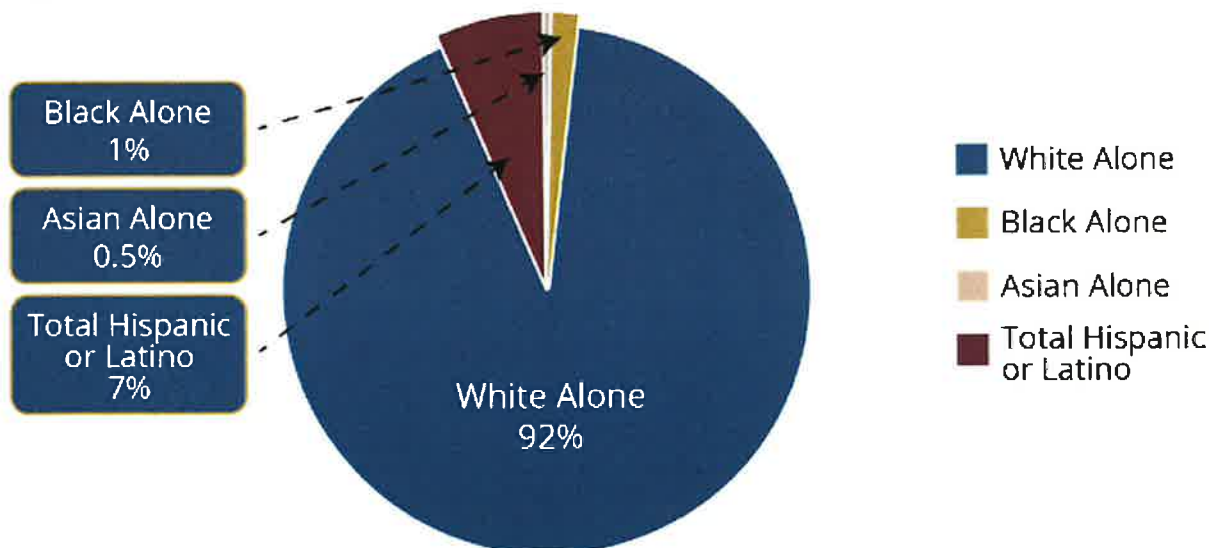
Eagle Lake’s population is less diverse than the state when it comes to race and ethnicity with 87.01% percent of the population identifying as white alone, compared to 81.6% in the state. However, it is more diverse than Blue Earth County, with 89.79% of the population identifying as white alone. Eagle Lake is also more diverse than the region with 92.2% of Region Nine residents identifying as white alone.¹³

Table 4: POPULATION BY RACE AND ETHNICITY

	City of Eagle Lake	Percentage	Blue Earth County	Region Nine*	Minnesota
Total Population	3,064	100%	67,368	232,941	5,600,166
American Ind. or Alaskan Native Alone	0	0	139	698	54,558
Asian Alone	14	0.5%	1,517	2,859	275,242
Black Alone	42	1.4%	2,794	4,594	359,817
Native Hawaiian and Other Pac. Isl. Alone	0	0	15	41	2,201
White Alone	2,666	87%	60,496	214,967	4,572,149
Total Hispanic or Latino	190	10.9%	2,579	14,346	307,675

Source: U.S. Census Bureau, American Community Survey, latest 5-Year Estimates

Figure 9: POPULATION BY RACE AND ETHNICITY IN EAGLE LAKE¹⁴



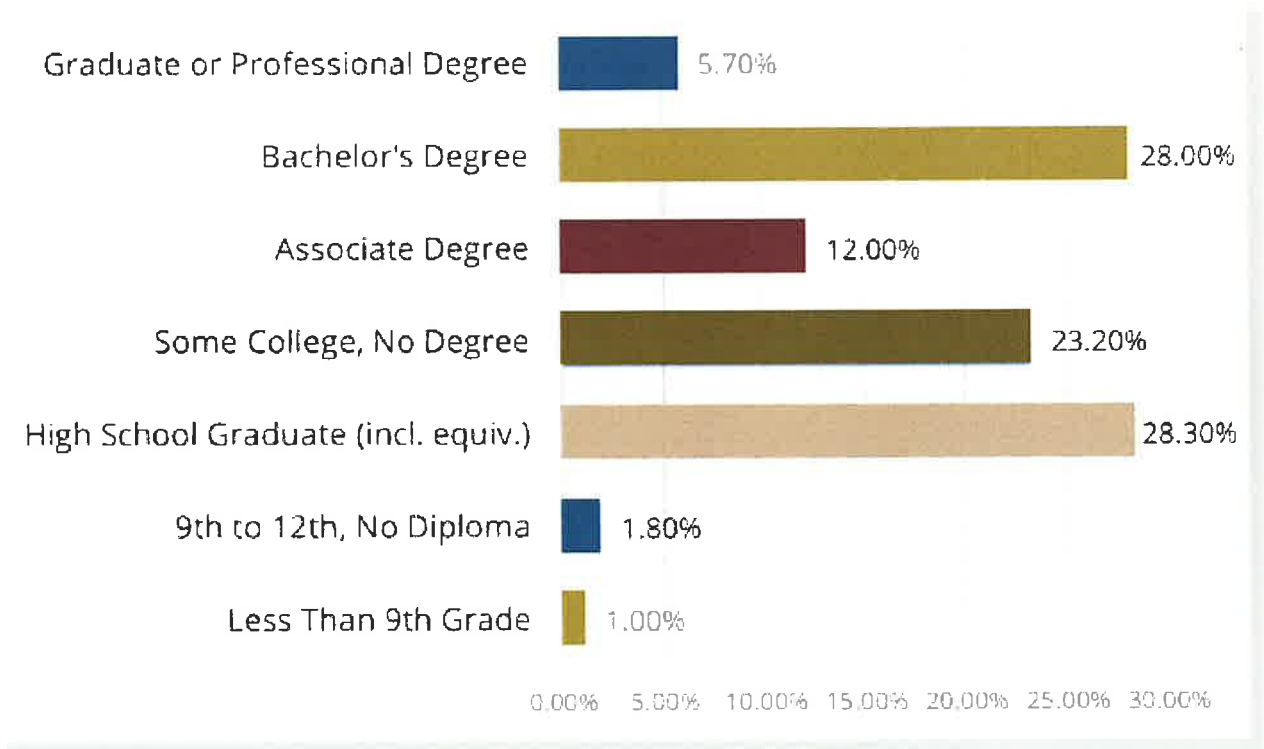
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EDUCATION

Eagle Lake has a K-5 Elementary Public School located centrally within the community and within walking distance from most city neighborhoods. Opened in 1964, the Eagle Lake Elementary School is part of the Mankato Area Public Schools and serves 411 students. Students often attend Mankato East Senior High School and St. Clair Public School.¹⁵

In terms of educational attainment, Eagle Lake's residents who are 25 and older score relatively higher compared with the county and state for bachelor's degrees, with 27.98% of residents aged 25 and over holding a bachelor's degree in Eagle Lake compared with 22.99% at the county, and 24.17% at the state and 18.48% in the Region Nine area. Educational attainment is also slightly higher in Eagle Lake for high school degrees (28.25%) than in the county (27.27%) and the state (24.23%).¹⁶

Figure 10: EDUCATIONAL ATTAINMENT EAGLE LAKE (POPULATION 25 & OLDER)¹⁷



15. https://eaglelakernn.com/application/files/8514/8978/6220/03-17-17_Planning_Commission_Website_Packet.pdf

16. U.S. Census Bureau, American Community Survey, latest 5-Year Estimates

17. U.S. Census Bureau, American Community Survey, latest 5-Year Estimates

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Table 5: EDUCATIONAL ATTAINMENT IN 2020 (POPULATION 25 & OLDER)

	City of Eagle Lake	%	Blue Earth County	%	Region Nine*	Minnesota	%
Total Population	3,064	N/A	67,368	N/A	232,941	5,600,166	N/A
Population 25 and Older	1,798	100%	39,506	100%	153,154	3,802,438	100%
Less Than 9th Grade	18	1.00%	832	2.11%	4,340	104,830	2.76%
9th to 12th, No Diploma	33	1.84%	1,293	3.27%	5,970	147,501	3.88%
High School Graduate (incl. equiv.)	508	28.25%	10,774	27.27%	49,278	921,198	24.23%
Some College, No Degree	418	23.25%	7,943	20.11%	33,450	789,426	20.76%
Associate Degree	215	11.96%	5,013	12.69%	19,578	440,908	11.60%
Bachelor's Degree	503	27.98%	9,086	23.00%	28,309	919,059	24.17%
Graduate or Professional Degree	103	5.73%	4,565	11.56%	12,229	479,516	12.61%

Source: U.S. Census Bureau, American Community Survey, latest 5-Year Estimates

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HOUSING

Eagle Lake has 1,168 housing units¹⁸ with a vacancy rate of 4.6%. This is lower than Blue Earth County which yields a vacancy rate of 8.3% and the state's vacancy rate of 10.2%.¹⁹ Contrastingly, the owner-occupied rate for Eagle Lake is 59.9%, which is smaller than the county rate of 66.5%, and the state's rate of 64.6%. This indicates that rental rates are higher in Eagle Lake than what is seen throughout Blue Earth County, Region Nine, and the State of Minnesota.²⁰

Table 6: HOUSING CHARACTERISTICS IN 2020*

	City of Eagle Lake	Percentage	Blue Earth County	Region Nine*	Minnesota
Total Housing Units	1,168	100%	28,791	103,509	2,458,030
Owner-Occupied*	700	59.9%	19,170	67,996	1,588,611
Renter-Occupied	414	35.4%	10,220	25,880	619,377

Source: Census Bureau

*A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for**

As shown on Table 7, Eagle Lake's housing stock is relatively new. Nearly a third of the homes (29.1%) were built in 2000 or later compared to the county and the state, where 19.2% and 16.2% of homes were built in 2000 or later. Eagle Lake's median housing age (1991) is also newer compared to the county (1976) and the state (1977). This shows that the rate of new developments in Eagle Lake has increased since the 1990s, whereas the county and the state have experienced a decrease since the early 2000s.²¹

Table 7: HOUSING CHARACTERISTICS

	City of Eagle Lake	Percentage	Blue Earth County	Minnesota
Built 2010 or later	221	18.9%	2,552	139,676
Built 2000 to 2009	259	22.2%	4,328	337,656
Built 1990 to 1999	121	10.4%	3,192	332,007
Built 1980 to 1989	121	10.4%	2,774	310,237
Built 1970 to 1979	222	19.0%	3,885	363,567
Built 1940 to 1969	126	10.8%	6,259	579,430
Built prior to 1940	98	18.9%	5,801	395,457
Median year structure built	1991	N/A	1976	1977

Source: U.S. Department of Commerce. 2022. Census Bureau

18. Using ACS 5-year estimates. 2020 represents average characteristics from 2016-2020

19. Data Sources: U.S. Department of Commerce. 2022. Census Bureau, American Community Survey Office, Washington, D.C.

20. StatsAmerica - Census Bureau

21. U.S. Department of Commerce. 2022. Census Bureau

Table 8 assesses housing affordability by estimating what percentage of a household income is devoted to a mortgage and related costs (for homeowners) and rent and related costs (for renters). As the data shows, renters in Eagle Lake are significantly less likely to have access to affordable housing. Nearly a third of tenants (32.6%) are considered cost-burdened, in other words, a third of the tenants in Eagle Lake spend 30% or more of their household income on gross rent and related expenses. Moreover, the median gross rent in Eagle Lake is 38.7% higher than in the county and 10.6% higher than in the state. This is something that must be considered when assessing rental opportunities for young families, single-parent households, and others that are unable to purchase homes.

Homeowners, on the other hand, enjoy a similar cost of living compared to the rest of Blue Earth County and a slightly smaller cost of living compared to the state. Homeowners are also less likely to be considered cost-burdened, as less than 11.1% of homeowners in Eagle Lake spend 30% or more of their household income on mortgage and related costs, which is lower than the county and the state.²²

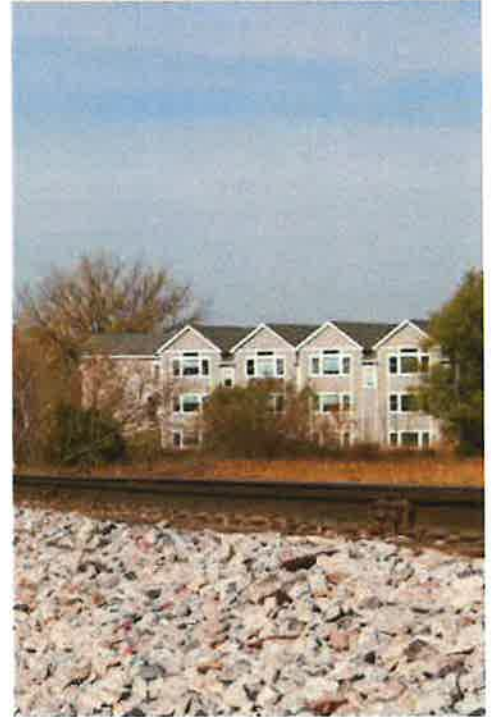


Table 8: HOUSING AFFORDABILITY

	City of Eagle Lake	Blue Earth County	Minnesota
Cost-Burdened* Owner Households	52	2,209	225,439
Percent of Cost-Burdened Owner Households*	11.1%	21.8%	21.5%
Cost-Burdened Rent Households*	135	4,831	265,967
Percent of Cost-Burdened Renter Households*	32.6%	47.3%	42.9%
Median Household Income (2020)	\$75,610	\$61,058	\$73,382
Median monthly mortgage cost (2020)	\$1,399	\$1,388	\$1,606
Median monthly gross rent (2020)	\$1,267	\$913	\$1,010

Source: U.S. Department of Commerce. 2022. Census Bureau

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The City of Eagle Lake has witnessed significant year-to-year variation in the level of housing unit construction. This was evident in 2020 when the number of annual building permits drastically decreased, which could be attributed to the Covid-19 pandemic. In 2021, there were six new home permits pulled and a permit for one new mobile home. As of July 2022, six new permits have been pulled for single-family home construction. The city currently has 59 available lots.

The last affordable rental project in Eagle Lake dates to 2010 when an 18-unit permit was issued for Breckenridge Townhomes, a rental project that utilized federal low-income housing tax credits and replaced nine United States Department of Housing and Urban Development (HUD) Public Housing units. Breckenridge has income restrictions for occupancy.²³



Photo by Matt Quinn

Table 9: EAGLE LAKE HOUSING CONSTRUCTION ACTIVITY (2010 to 2020*)

Year	Single-Family	Two Family	Three/Four Family	Five or More Family	Total
2020 (June)	0	0	0	0	0
2019	8	0	8	0	16
2018	10	0	0	0	10
2017	24	0	16	0	40
2016	13	0	0	0	13
2015	10	0	8	64	82
2014	19	2	16	30	67
2013	18	8	8	36	70
2012	12	0	0	0	12
2011	10	2	3	8	23
2010	6	0	0	18	24
Total 2010-2017	112	12	51	156	331

Source: Mankato Area Housing Study Update 2020

*2020 is through June 15th

Housing Cost in Eagle Lake



In 2019, the median property value was **\$184,400**.²⁴

In July 2022, the median listing home price was **\$314,900**, trending up 5.3% year-over-year.²⁵

The median listing home price per square foot was **\$151**.²⁶

Figure 8: HOUSING VALUE IN EAGLE LAKE (2020)²⁷

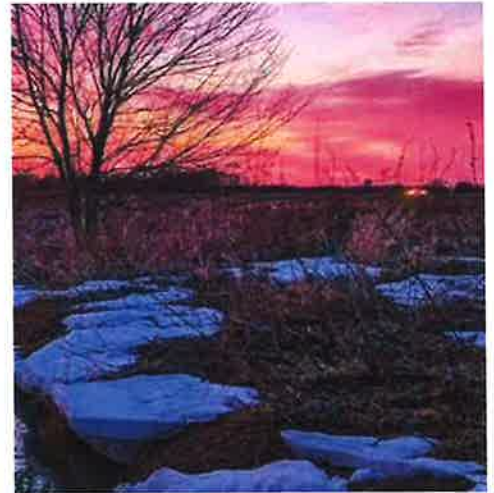
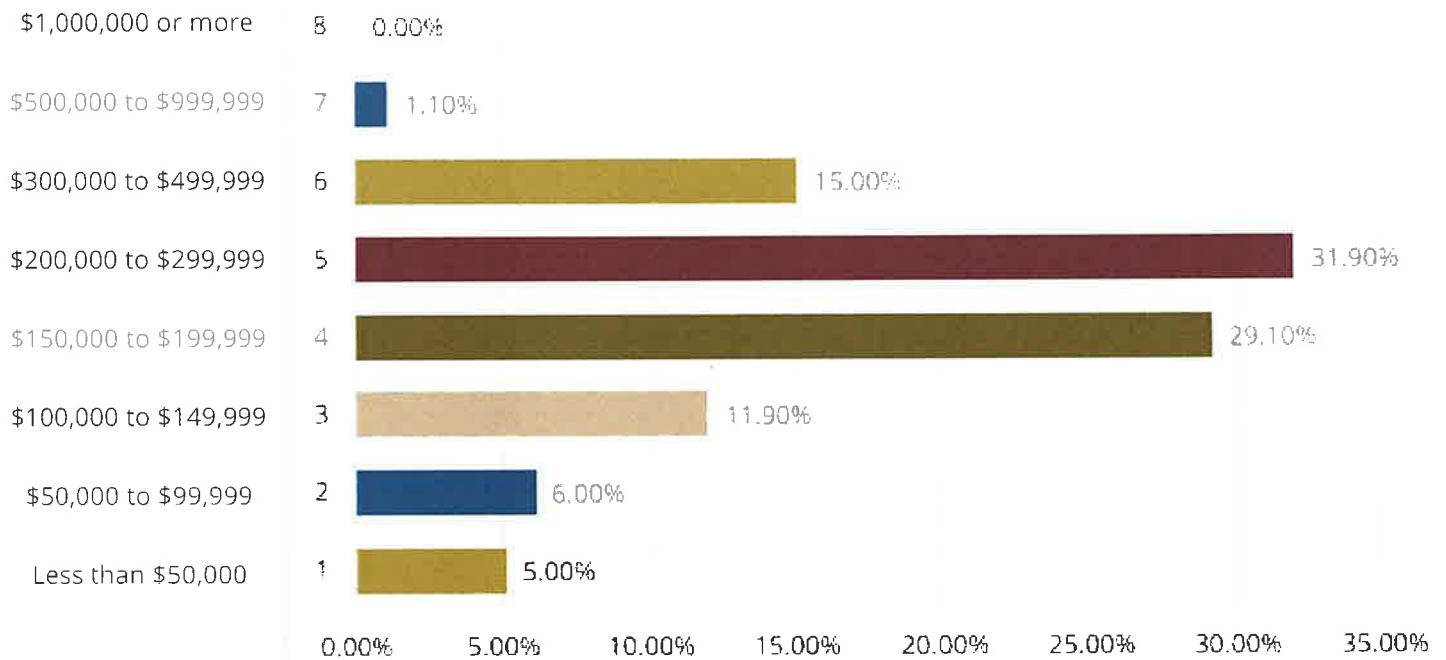


Photo by Matt Quinn

EMPLOYMENT & WORKFORCE

Income

Eagle Lake has above-average household incomes compared with Blue Earth County figures. In 2020, the median household income was estimated at \$75,610, which compares favorably to Blue Earth County's median household income of \$61,058 and Minnesota's median household income of \$73,382. The two most common income ranges in Eagle Lake are \$75,000 to \$99,999 and \$100,000 to \$149,999, which make up 43.04% of households. This indicates a large presence of skilled workers in the region.²⁸



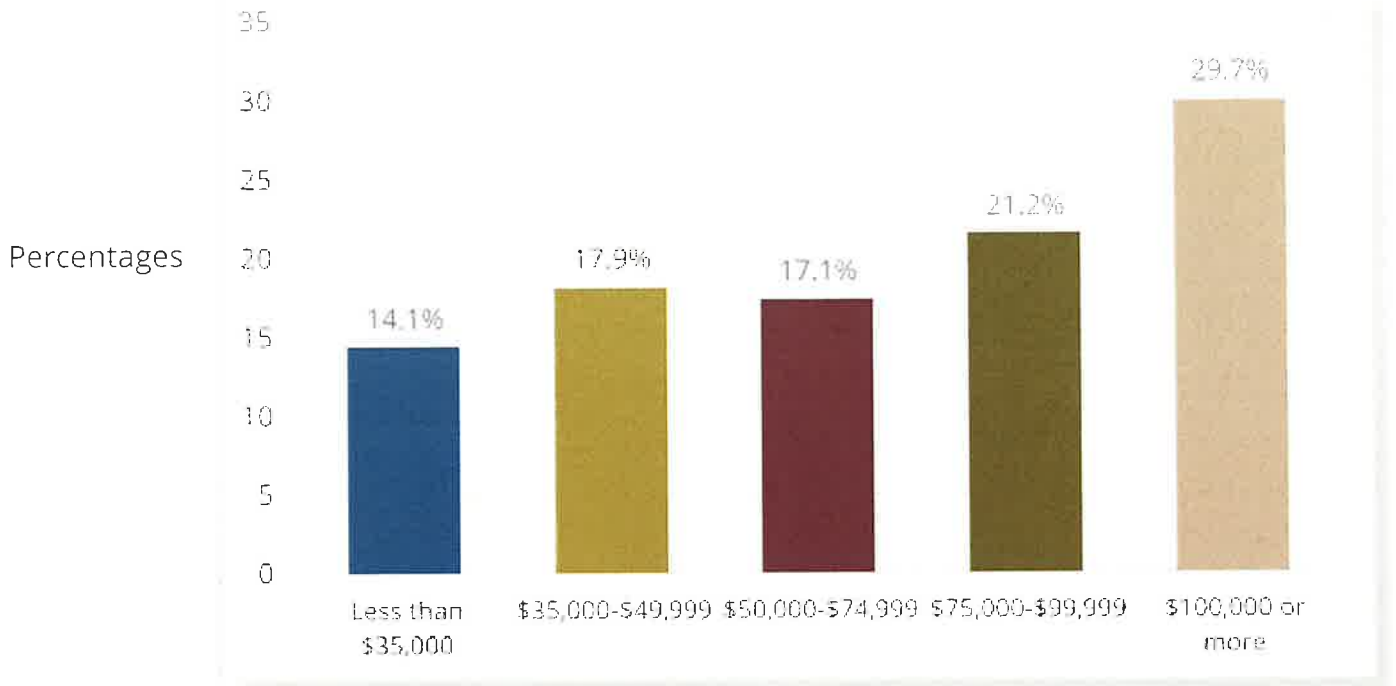
Table 10: INCOME

	City of Eagle Lake	Blue Earth County	Minnesota
Median Household Income (2020)	\$75,610	\$61,058	\$73,382
Less than \$10,000	20	1,224	91,125
\$10,000 to \$14,999	31	1,047	76,090
\$15,000 to \$24,999	31	2,562	154,526
\$25,000 to \$34,999	75	2,584	164,639
\$35,000 to \$49,999	199	3,483	254,917
\$50,000 to \$74,999	191	4,813	384,642
\$75,000 to \$99,999	236	4,052	310,848
\$100,000 to \$149,999	228	4,280	404,157
\$150,000 to \$199,999	67	1,400	180,414

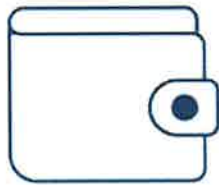
Source: U.S. Department of Commerce, 2022. Census Bureau

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Figure 12: HOUSEHOLDS BY INCOME IN EAGLE LAKE²⁹



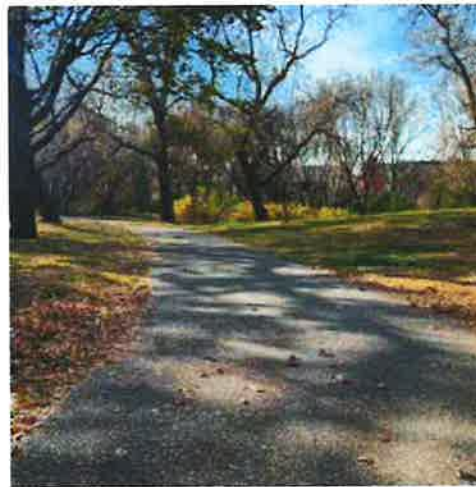
Median Household Income (2020)³⁰



Eagle Lake: **\$75,610**

Blue Earth County: **\$61,058**

Minnesota: **\$73,382**



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Poverty

Poverty levels in Eagle Lake are lower than state and county figures. The largest demographic living in poverty are female residents with no spouse present and children under 18 years. In the city, 7.1% of residents live below the poverty line, compared with 16.4% in Blue Earth County and 9.3% in the state. The percentage of families living below the poverty line in Eagle Lake is 5.0% which is lower than the state (9.3%) and county (8.1%).³¹

Table 11: POVERTY RATE

	City of Eagle Lake	Blue Earth County	Minnesota
People Below Poverty	7.1%	16.4%	9.3%
People Below Poverty Under 18 years	14.6%	11.9%	11.6%

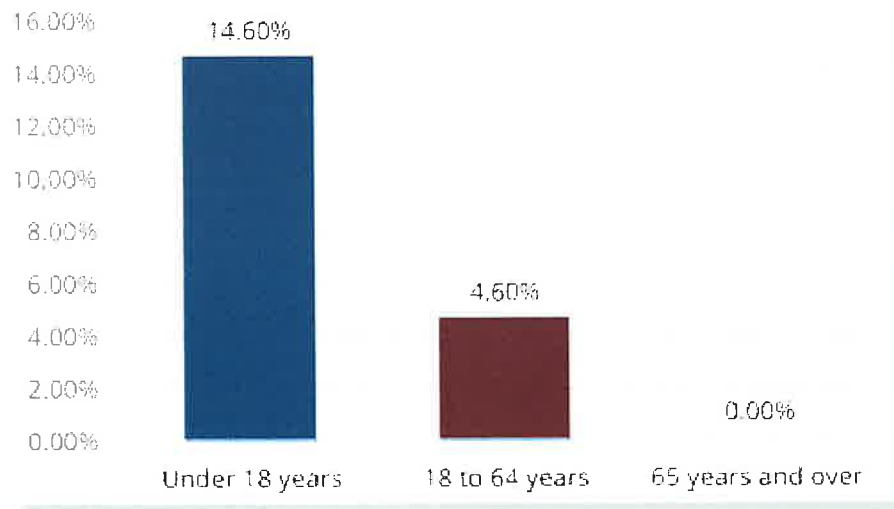
Source: U.S. Department of Commerce, 2022, Census Bureau

Table 12: POVERTY RATE BY FAMILY TYPE

	City of Eagle Lake	Blue Earth County	Minnesota
Families below poverty	5.0%	8.1%	5.6%
Families with related children under 18 years	9.4%	11.7%	9.2%
Married couple families	N/A	2.6%	2.5%
Married couple families with children under 18 years	N/A	3.8%	3.4%
Female householder, no husband present	23.8%	34.1%	21.4%
Female householder, no husband present with children under 18 years	34.8%	39.0%	27.7%

Data Sources: U.S. Department of Commerce, 2022, Census Bureau, American Community Survey Office, Washington, D.C.

Figure 13: POVERTY BY AGE IN EAGLE LAKE³²



Health Coverage



Population 65 and under without health insurance coverage 3.6%³³

Workforce

Employment numbers are also above Blue Earth County averages. The city employment rate is 85.3% compared to 80.3% in the county. However, consistent with the slightly older population, Eagle Lake's workforce is older than Blue Earth County's. The city's workforce under the age of 30 is 24.1% compared to 30.7% of the county, while the 30 to 54 age group is relatively large encompassing 53% of Eagle Lake's total workforce. The county's workforce in the 30 to 54 age range is 48%. The city's age group of 55 and older is 22.9% which is closer to the Blue Earth County figure at 21.3%. This suggests that Eagle Lake's workforce consists mainly of established workers than what one would expect based on the surrounding areas.³⁴

Table 13. WORKING ADULTS

	City of Eagle Lake		Blue Earth County		Minnesota	
Total civilian non-institutionalized population, age 18-64	1,911	100.0%	44,612	100%	3,386,823	100%
Working-age adults who are employed	1,631	85.3%	35,811	80.3%	2,738,417	80.9%
Unemployed	88	5.1%	1,412	3.8%	106,799	3.8%

Source: Census Bureau, Bureau of Labor Statistics



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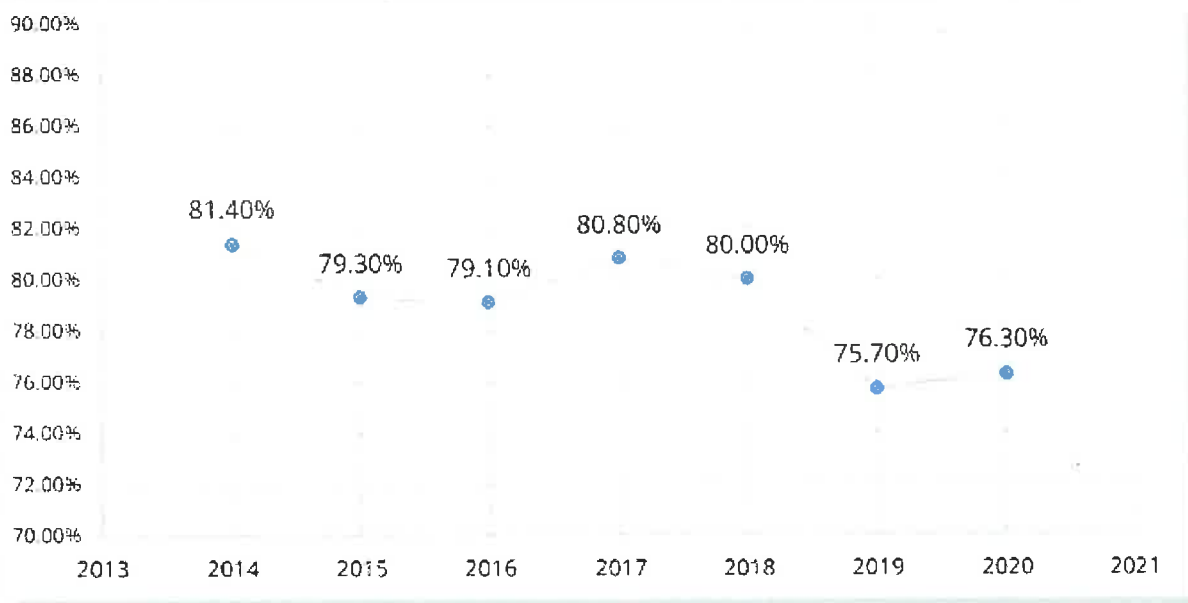
Table 14. WORKFORCE DEMOGRAPHICS

	City of Eagle Lake		Blue Earth County		Minnesota	
Total employed workers	627	100.0%	31,116	100%	2,875,569	100%
Worker age (2019)						
Age 29 or younger	151	24.1%	9,543	30.7%	690,607	24%
Age 30 to 54	332	53.0%	14,943	48%	1,505,023	52.3%
Age 55 or older	143	22.9%	6,630	21.3%	679,939	23.6%
Workers by earnings (2019)						
\$15,000 per year or less	151	24.1%	8,598	27.6%	647,718	22.5%
\$15,001 to \$39,999 per year	332	53%	9,446	30.4%	748,198	26%
\$40,000 or more per year	143	22.9%	13,072	42.0%	1,479,653	51.5%
Source: Census Bureau, Bureau of Labor Statistics						



As of 2020, Eagle Lake has an employment rate of 76.3%³⁵

Figure 14. EMPLOYMENT RATE IN EAGLE LAKE³⁶



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Table 15. INDUSTRY FOR THE CIVILIAN EMPLOYED POPULATION IN EAGLE LAKE (16 YEARS AND OVER)

Industry	%
Educational services, and health care and social assistance	27.90%
Retail trade	12.10%
Manufacturing	10.60%
Information	7.60%
Public administration	7.40%
Finance and insurance, and real estate and rental and leasing	7.30%
Construction	5.90%
Transportation and warehousing, and utilities	5.60%
Professional, scientific, management and administrative, and waste management services	4.00%
Other services, except public administration	3.80%
Wholesale trade	3.70%
Arts, entertainment, recreation, accommodation and food services	3.00%
Agriculture, forestry, fishing and hunting, and mining	1.10%

Source: 2020 ACS 5-Year Estimates Data Profiles



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Commuting

The average commute to work for Eagle Lake residents in 2020 was 18.5 minutes according to 2020 American Community Survey 5-Year estimates, while the state average was 23.8 minutes. Approximately 40% of Eagle Lake's workforce drive for 15 minutes or less to their place of work. The rate at which the city's residents commute 15-19 minutes for work is 32.6%, while 8.0% drive for 20-25 minutes. An additional 5.9% of residents drive for 60 or more minutes to their place of work.³⁷

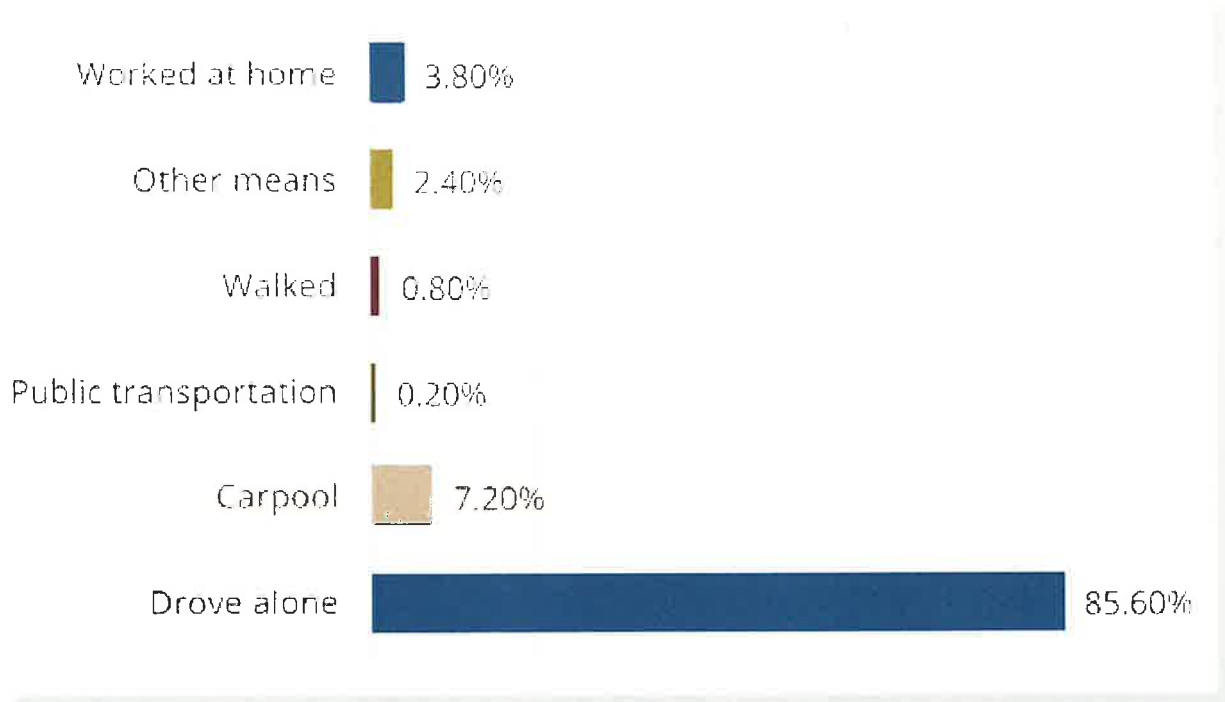
Data from the Census Bureau shows that 54.33% of the workers living in Eagle Lake work in the Mankato-North Mankato area, 4.5% commute to St. Peter, 2% commute to Madison Lake, and 2.5% work in Eagle Lake.³⁸

Table 16: WORKERS LIVING IN EAGLE LAKE WITH IDENTIFIED EMPLOYER LOCATION

Employer location	Number of workers	%	Driving Distance/Miles*	Commute Time/ Minutes*
Mankato	614	44.30%	7 to 10	12 to 15
North Mankato	138	10%	11	12 to 15
St. Peter	62	4.50%	15	18 to 25
Eagle Lake	34	2.50%	N/A	N/A
Madison Lake	28	2%	7	8 to 10
Minneapolis	26	1.90%	84	80 to 100
Rochester	22	1.60%	76	70 to 85
Owatonna	18	1.30%	40	35 to 45
Waseca	17	1.20%	21	20 to 25
Faribault	14	1%	37	40 to 50
All Other Locations	412	29.7%	N/A	N/A
All Places	1,385	100%	N/A	N/A

Source: U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap

Figure 15: MEANS OF TRANSPORTATION TO WORK (Workers 16 Years and Over)³⁹



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An inflow and outflow analysis depicts the flow of workers in to, out of, and within a specific area. Inflow and outflow analyses of Eagle Lake’s current workforce indicate that the city has a net outflow of workers, suggesting that more people leave for work than come to Eagle Lake for work. The below Inflow/Outflow map breaks down these patterns, which indicate that there are 268 individuals employed in Eagle Lake but live outside the city. There are 34 workers employed in Eagle Lake who also reside within the city boundaries, and there are 1,351 individuals who reside in Eagle Lake but work outside the city.⁴⁰

Accordingly, as a “bedroom community,” Eagle Lake can take advantage of its strategic location near an urban center by avoiding capital infrastructure investments required to attract and maintain industry and businesses in larger communities. Instead, Eagle Lake is capable of investing in local public goods, such as parks, schools, etc., that can maintain and strengthen its current appeal to local and regional residents. Nonetheless, this makes the community more susceptible to economic shocks as the local workforce is dependent on neighboring job markets.

Figure 16: INFLOW/OUTFLOW ANALYSIS⁴¹



40. U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap
 41. U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap

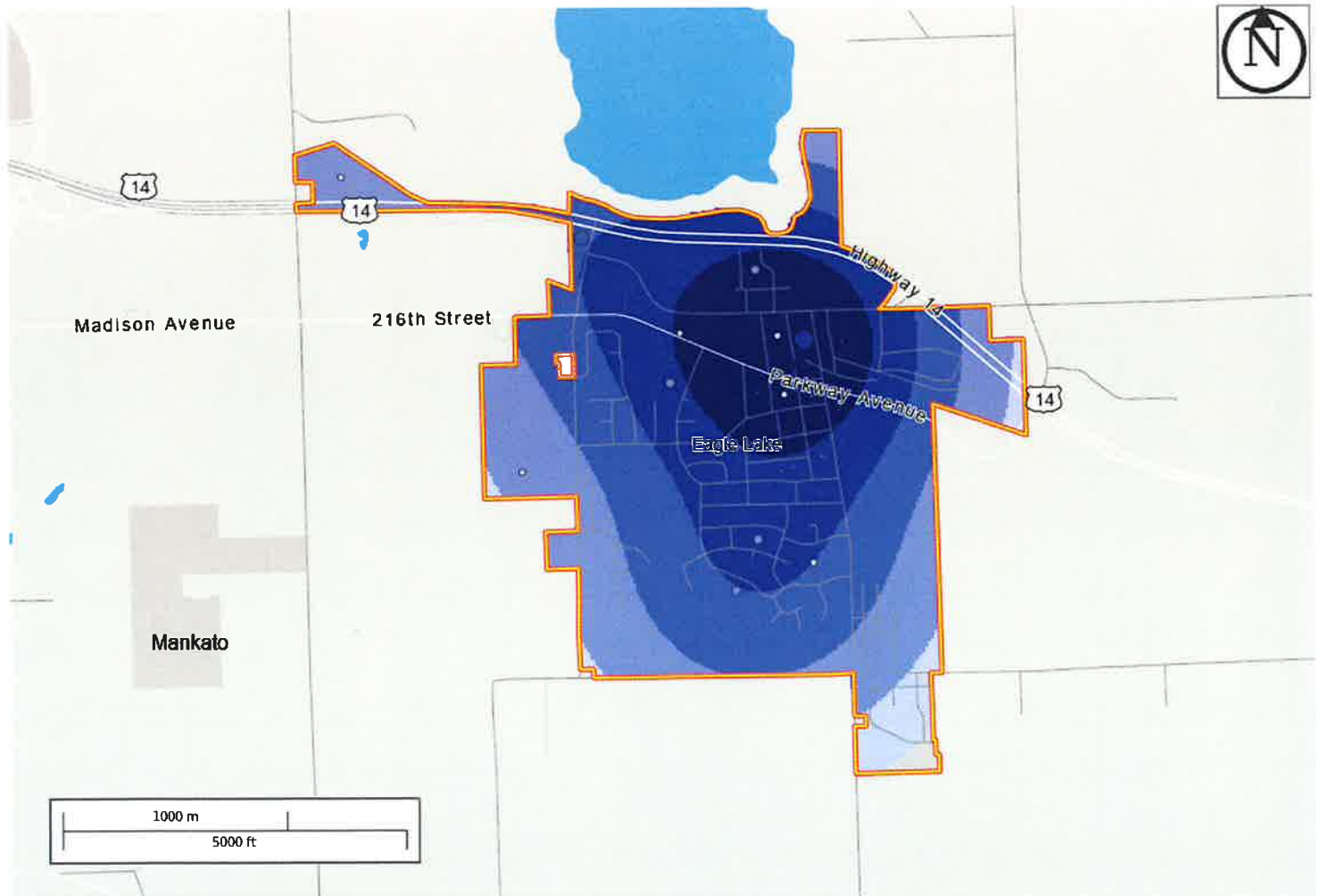
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Work Area

When analyzing Eagle Lake's work area profile, a measure of jobs or job density per square miles, findings indicate that most jobs are located within the city center and not in the periphery. As the below figure illustrates, the portion immediately north and south of Parkway Avenue represents the highest numbers of jobs per square mile. This includes the city's downtown and part of its commercial blocks. These areas cover approximately 20% of Eagle Lake's geography. Compared to other cities of similar sizes within the region, Eagle Lake's work area profile indicates a medium "utilization" of local geography. Most small cities (population 10,000 or less) typically have a third of the geography in the high category, a third in the medium range, and a third in the low category. Eagle Lake could capitalize on developing a higher job density in outlying areas.

As of 2019, there were a total of 302 jobs in Eagle Lake, where 48.0% of the local jobs are held by workers aged 30 to 54, followed by workers aged 29 or younger, who hold 29.5% of the local jobs. Additionally, nearly half of workers (41.1%) in Eagle Lake earn \$1,250 per month or less.⁴²

FIGURE 17: WORK AREA PROFILE ANALYSIS (2019)⁴³



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Eagle Lake’s work area profile by workers’ age reveals that over half of employees in the city earn \$15,000 a year or less. These low-income positions are largely held by women (60.50%) who commute from nearby cities and are employed in health care and social assistance, retail trade, and other service-based industries (excluding public administration). A vast majority of these workers likely can’t afford to reside in Eagle Lake based on average rental prices (See Table 8). This highlights the need for providing affordable and convenient housing options to accommodate the local workforce as well as supporting economic development efforts that create and sustain good-paying jobs.

Table 17: WORKERS LIVING IN EAGLE LAKE WITH IDENTIFIED EMPLOYER LOCATION⁴⁴

Earnings	Number of workers	%
\$1,250 per month or less	45	55.60%
\$1,251 to \$3,333 per month	26	32.10%
More than \$3,333 per month	10	12.30%

Figure 18: WORK AREA PROFILE (WORKERS AGED 29 OR YOUNGER BY GENDER)⁴⁵

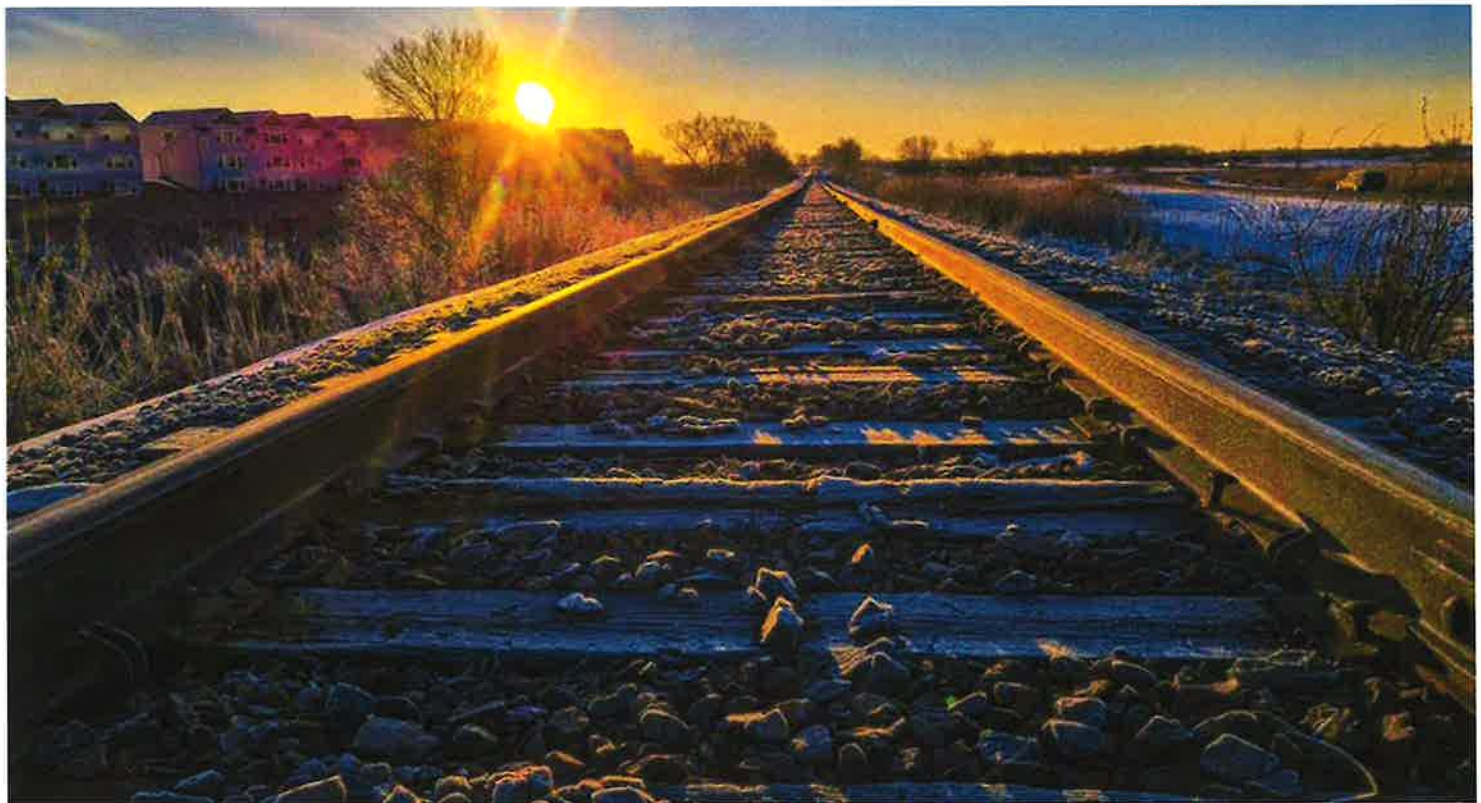
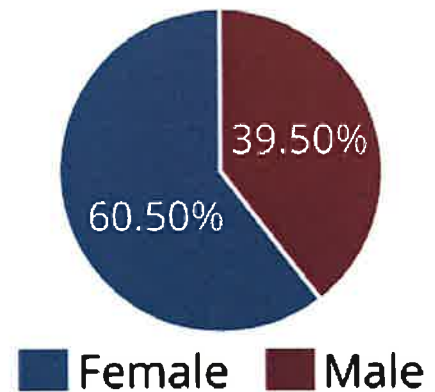


Photo by Matt Quinn

44. U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap
 45. U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap

LAND USE AND ZONING

The city of Eagle Lake has an area of 1.93 square miles⁴⁶ that is maintained by the city. The downtown business district comprises most of the commercial land, whereas most of the industrial land is in the northeastern part of the city near Highway 14. The downtown area, in addition to local businesses, houses the post office, city hall, and emergency services. Residential neighborhoods extend outward from this central business district, where schools, the hospital, and several churches are located, in addition to housing.

Real estate and infrastructure for local businesses are two competitive advantages in most small cities. Eagle Lake's real estate market appears to serve current needs, yet renters pay relatively high portions of their income for housing. This is not conducive to business expansion, economic growth, or attracting residents to the city. Considerations regarding real estate planning and commercial infrastructure should therefore be forward-looking if Eagle Lake seeks to grow the local economy and remain competitive as a small town in a regional economy that appears to favor the urban areas.

Eagle Lake is currently divided into zoning designated as follows:

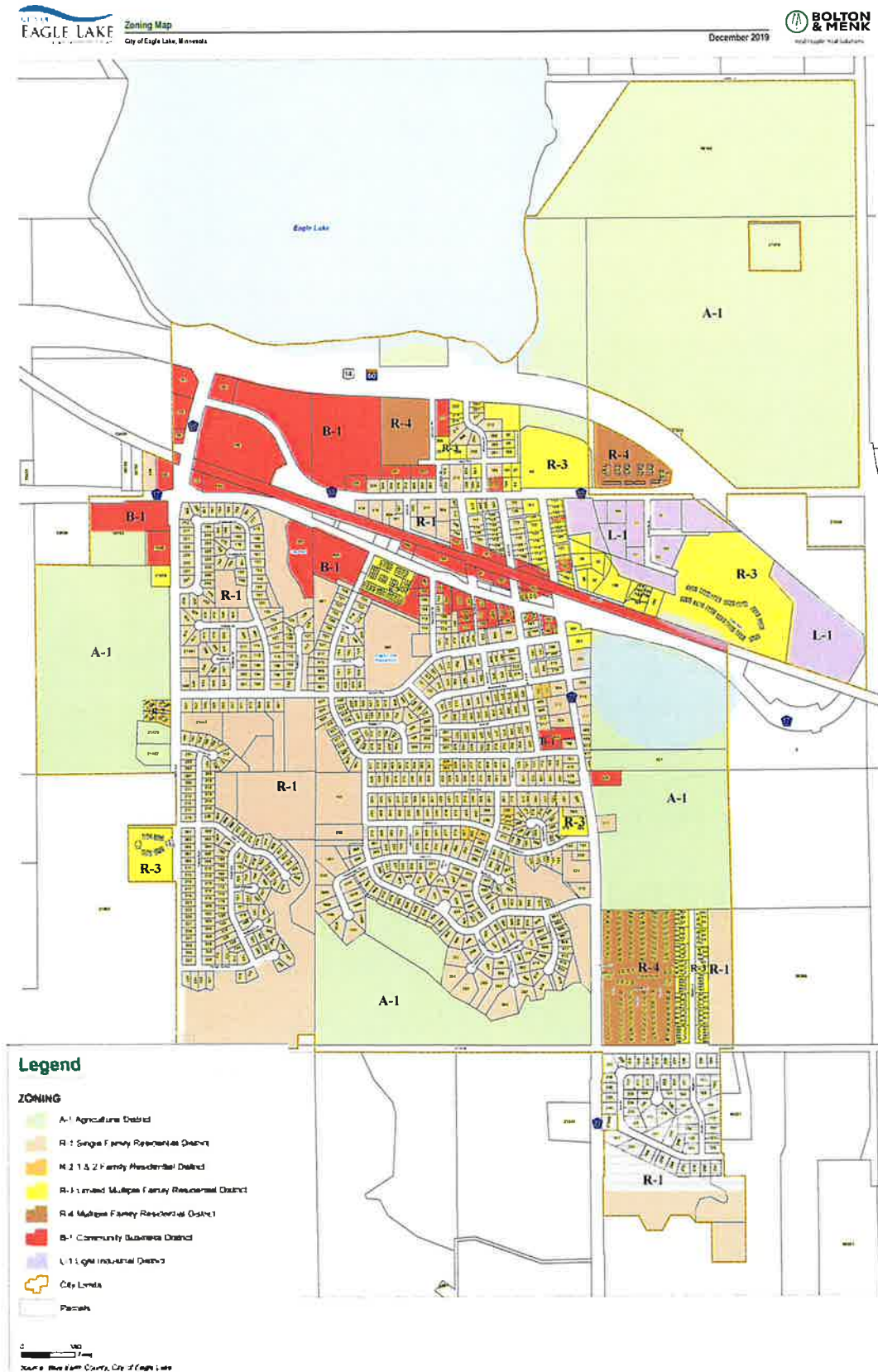
- A-1:** Agricultural District
- R-1:** Single Family Residential District
- R-2:** 1 & 2 Family Residential District
- R-3:** Limited Multiple Family Residential District
- R-4:** Multiple Family Residential District
- B-1:** Community Business District
- L-1:** Light Industrial District

Eagle Lake can plan and zone for balanced development to enhance the city. Land use opportunities include finding ways to encourage the building of homes, businesses, manufacturing, and other industry while keeping the latter separate from residential areas, parks, and the business district. This is important because of its effect on the community's quality of life, environment, health, and housing, among others. The opportunity to develop more industries may mean developing beyond existing boundaries.

Real estate developments should also be considered if rezoning were to take place to accommodate all income levels and for aging in place given that elder care and affordable housing are a growing concern locally and regionally. Rezoning of areas to allow for these types of housing developments would position the city to accommodate a larger workforce and provide affordable and convenient housing options for all residents.

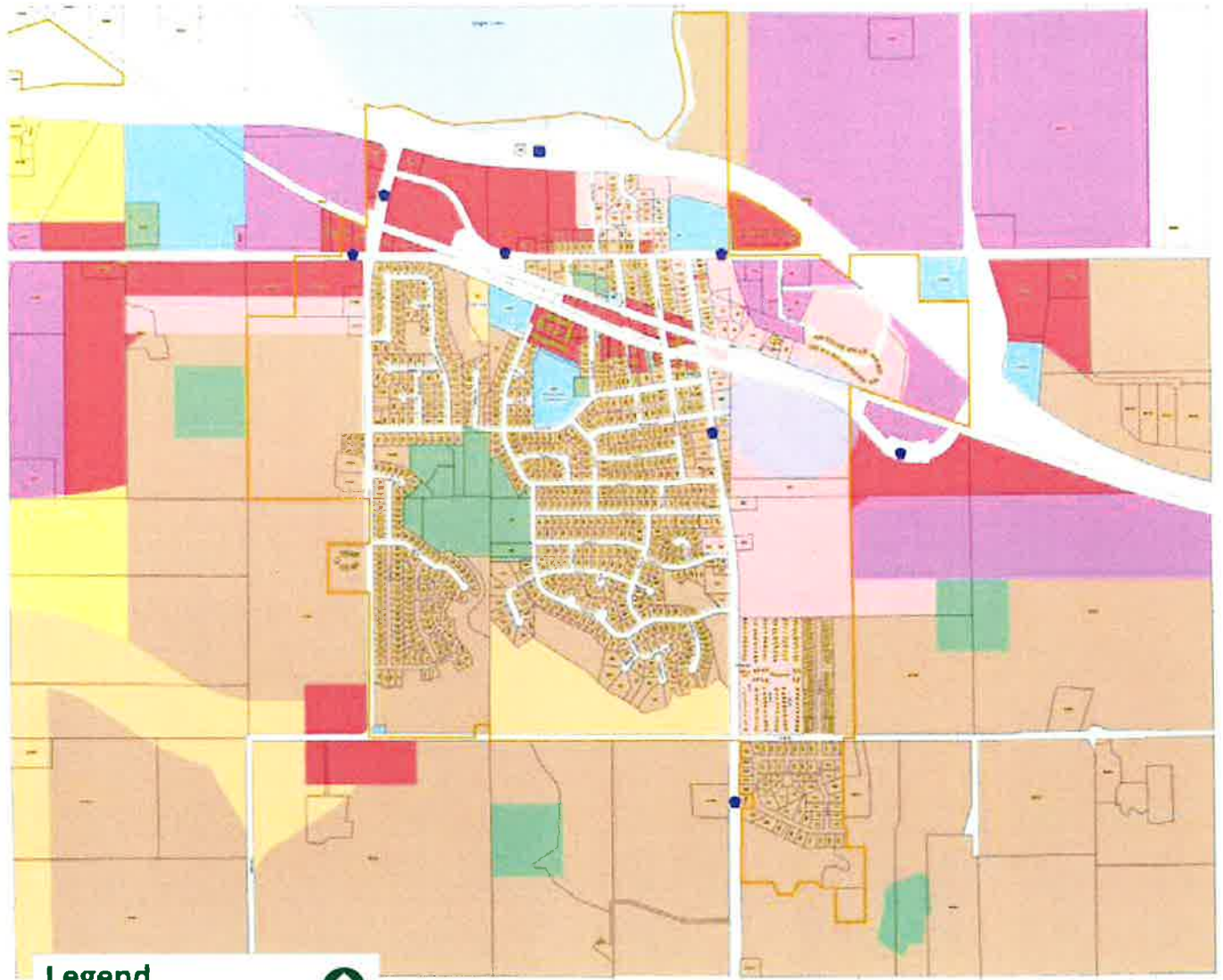
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Figure 19: CITY OF EAGLE LAKE ZONING MAP (2019)⁴⁷



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FIGURE 20: CITY OF EAGLE LAND USE MAP (2019)



Legend

- Low Density Residential
- Medium Density Residential
- Limited High Density Residential
- High Density Residential
- Commercial
- Light Industrial
- Heavy Industrial
- Park
- Public/Semi Public
- City Limits

0 500
feet
Source: Blue Earth County MnDot

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Chapter 3: STAKEHOLDER OUTREACH SUMMARY

Public involvement was an important part of developing this plan. Community engagement was widespread and included a variety of ways to gather input from the public, including stakeholder groups that are sometimes under-represented in community planning.

Several opportunities were provided for Eagle Lake residents, businesses, property owners, and stakeholders to provide input and feedback on this plan, which included a public survey, four small group discussions, one-on-one interviews, community pop-up events, and a community planning workshop. Feedback was also collected from Eagle Lake city staff, elected officials, and City of Mankato staff, among others. Economic development must balance both economic realities and the local vision for the future to be supported by Eagle Lake stakeholders and to have the greatest chance of success.

Public Survey

A survey was created with the assistance of Eagle Lake city staff and the local Economic Development Authority (EDA) with inputs from other members of the community to solicit feedback from Eagle Lake residents. The survey consisted of 29 questions centered around quality of life, infrastructure, city services, social and economic vitality, and growth and development among others.

Survey Respondents

Total: 396

Gender

Female: 239 (62.57%)

Male: 136 (35.6%)

Male & Female: 5 (1.26%)

Not Specified: 16 (4.04%)

Race

White: 359 (94.23%)

**Black/African American:
16 (4.04%)**

**Asian Indian/Pacific
Islander: 16 (4.04%)**

Two or More: 9 (2.36%)

Not Specified: 9 (2.36%)

Age

18-24: 14 (3.54%)

25-34: 61 (15.4%)

35-44: 98 (24.75%)

45-54: 68 (17.17%)

55-64: 66 (16.67%)

65-74: 50 (12.63%)

75+: 68 (17.17%)

For further information on respondents' demographics, see Appendix

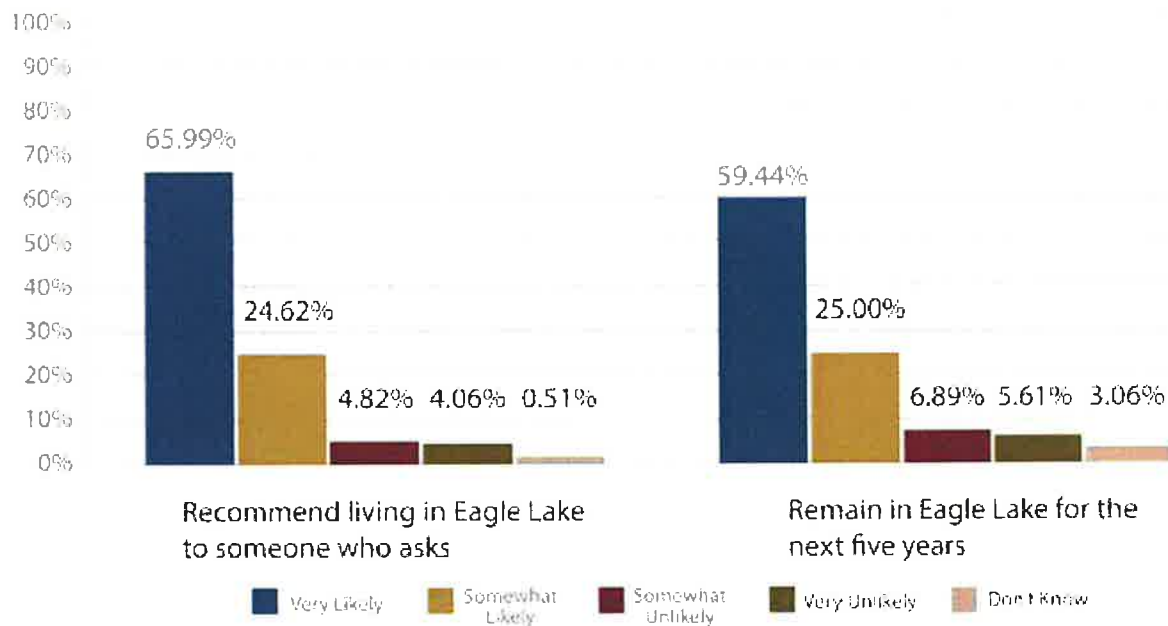
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Survey Responses

Eagle Lake is an attractive community and residents are proud to call it home. Survey respondents rated Eagle Lake a good place to live, with an average rating of 4.1 out of 5. Almost 66% of survey respondents reported that they are very likely to recommend living in Eagle Lake to someone who asks and close to 60% of respondents indicated that they are very likely to remain in Eagle Lake for the next five years.

Figure 21: Survey Question 3 - Please indicate how likely or unlikely you are to do each of the following:

Answered: 396 Skipped: 0

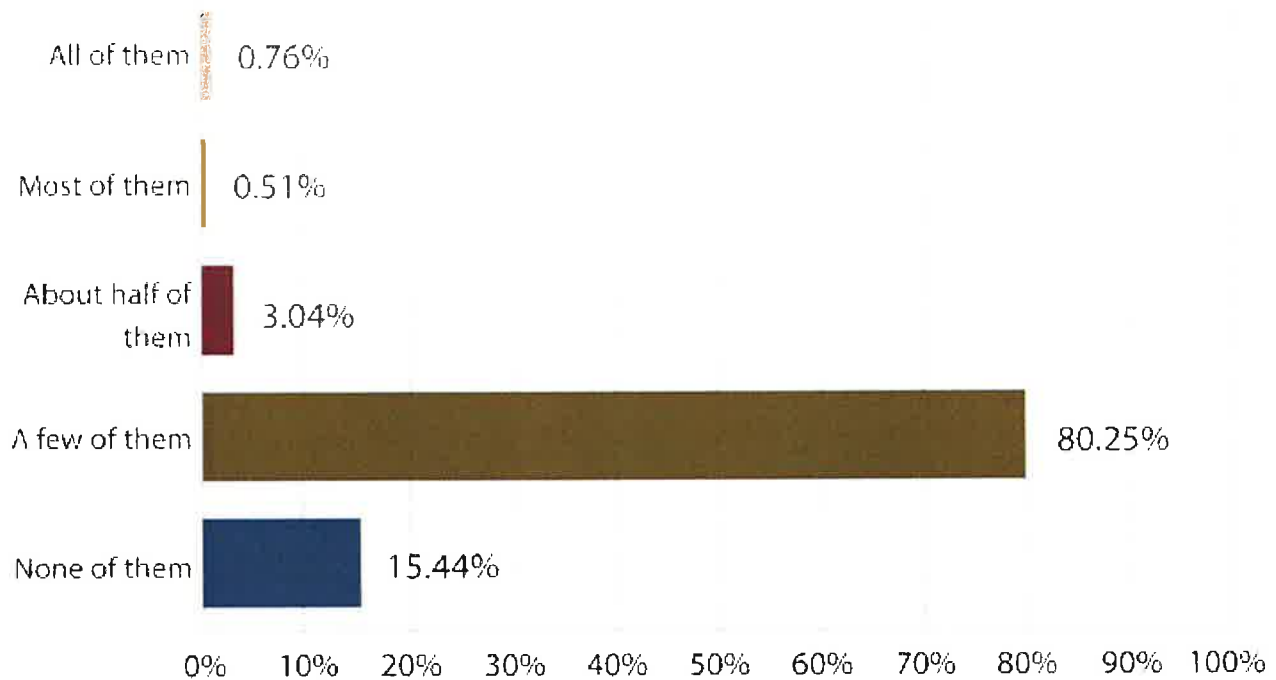


When asked about top reasons for choosing Eagle Lake as a place of residence, respondents cited the small-town feel of the city as the main reason residents choose to live there, closely followed by proximity to Mankato, K-5 schools, quietness, safety, location, friendly neighbors, affordability, family-friendly, friends and relatives living in the area, and the parks and trails.

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Figure 22: Survey Question 6 - Of all the purchases your household makes, about how many are made in Eagle Lake?

Answered: 395 Skipped: 1



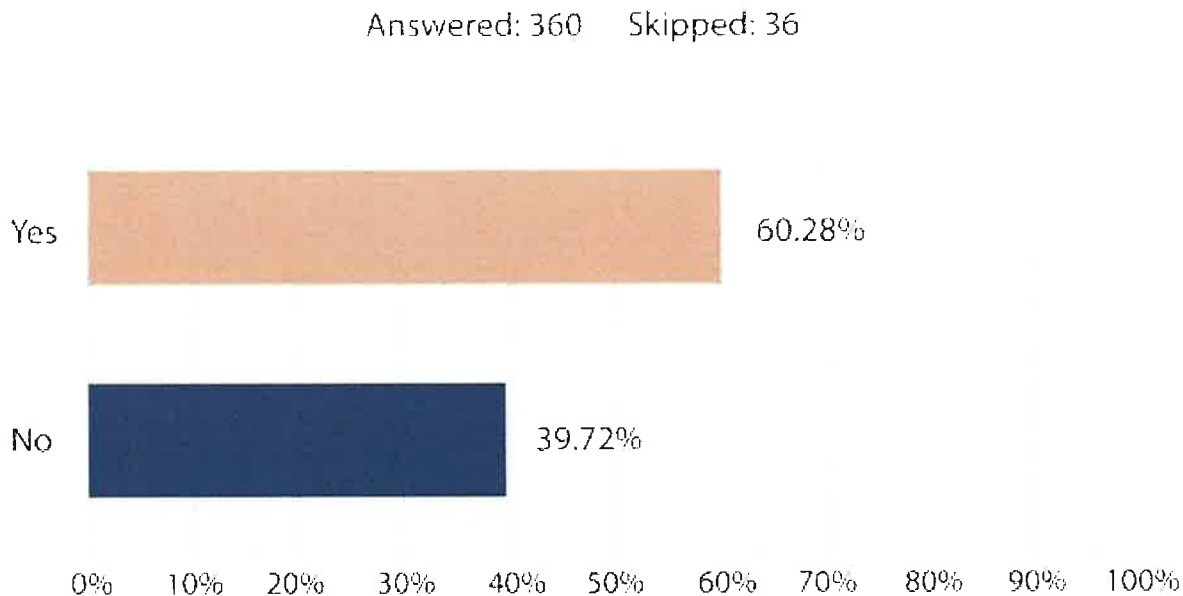
Respondents indicated that they would purchase from local businesses more frequently if Eagle Lake had more options at competitive prices. Respondents would also shop from a local grocery store if available. Likewise, they would also patronize more local businesses if there were more restaurant options, specifically, a family-friendly restaurant. Respondents pointed out that they go to Mankato for most purchases, including groceries, dining, and household items. A few of the respondents recognized that it is difficult for businesses to thrive in Eagle Lake, given the proximity to Mankato.

When asked about stores or businesses missing in Eagle Lake, most respondents indicated they would like to have more restaurant options in Eagle Lake. Other responses in order of frequency included a grocery store, a coffee shop, a dollar general store, or an ice cream store. Additionally, close to 35 residents highlighted that there are no businesses missing in Eagle Lake since Mankato is nearby, and it already satisfies this need.

Responses to questions regarding the biggest challenges facing Eagle Lake heavily centered around location and proximity to Mankato, which was identified as both an asset and a challenge. Specifically, respondents identified the new development between Eagle Lake and Mankato, rapid growth, character and identity preservation, and business attraction and retention as the main challenges that Eagle Lake currently faces. Furthermore, residents noted that the availability and affordability of housing was another key challenge.

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Figure 23: Question 12 - Is the existing housing stock diverse enough to provide for a wide range of housing needs?



Close to 40% of respondents noted that the existing housing stock is not diverse enough to provide for a wide range of housing needs (See Figure 23). When asked to explain, respondents said that they were particularly concerned about the availability and affordability of housing in Eagle Lake for all family types and income ranges. Likewise, respondents noted the lack of affordable and available senior housing or age transitional housing.

When asked about amenities, activities, or offerings that residents would like to see in the future, residents highlighted that they would like more parks as well as improvements and maintenance of existing ones including park programming for residents of all ages. Residents rate very favorably current programming for families and young children, and they would like to see that expanded to include preteens, teenagers, adults without children, and seniors. Beyond this, responses included a splash pad, water park or pool, more restaurants, upgrade and extension of sidewalks and trails, adult leagues, expansion or addition of sports fields or a sports center, and maintenance of existing ones. Some residents also acknowledge that Eagle Lake doesn't need any more amenities or offerings as they would like for Eagle Lake to remain a bedroom community.

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Small group discussions

A series of small group sessions were held after the resident survey was closed to confirm findings and collect further information. There was a total of four sessions, three of them taking place online via Zoom and the last one taking place in person at Eagle Lake City Hall. The small group sessions largely focused on Eagle Lake's assets, business support, potential areas of improvement and action, and growth.

PARTICIPANT'S RESPONSES

What are Eagle Lake's current assests?

- Local parks
- Local schools
- Residents
- Volunteerism
- Growing diversity
- Partnerships with Mankato
- Proximity to amenities
- City staff
- Safety
- Local commissions
- Local community support and fundraising
- Small-town feel
- Sports fields
- Walking paths
- Trails
- Food
- Grocery delivery

If you had \$1,000,000 to spend on the community, what would you spend it on?

- Increase the size of parks
- Expand housing
- Increase housing availability for senior citizens
- Build a composting site
- Increase youth and family-oriented programming during the off-school season
- Improve neighborhood connectivity and walkability
- Make ADA-compliant sidewalks
- Continue sidewalks to the mobile park, townhomes, and Eagle Heights Park area
- Invest in a water treatment facility
- Invest in a community center
- Acquire more real estate or land for business expansion
- Build a bigger entrance for the community
- Build sound barriers on the highway
- Invest in a splash pad
- Invest in recycling education
- Water conservation education

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How can the community support entrepreneurs and local businesses?

- Supporting and encouraging business services that are unique to Eagle Lake as well as businesses and services that are focused on family and youth
- Grants and loan programs for business owners and entrepreneurs
- Build a business support network
- Strengthening ties with Greater Mankato Growth
- Patronize local businesses instead of driving out of town
- Create a downtown development strategy that can result in a more cohesive downtown area
- Raise awareness about products and services provided in town

What can the community do to effectively manage growth?

- Learning about Eagle Lake and Mankato's future growth plans
- Maintain infrastructure as residential growth continues
- Welcome new residents
- Maintain a sense of community
- Make information available to residents

What steps can the community and city staff take to move these into action?

- Create a 20-year vision plan
- Participate in a comprehensive planning efforts
- Update comprehensive plan
- Strengthen the school system
- Better communication between residents and the city



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Interviews with small business owners

Six local business owners from different industries were interviewed as part of the stakeholder outreach. All of them were based out of Eagle Lake. Interview questions included:

- a. **What is it like to operate in this community?**
- b. **Is there a support network for businesses?**
- c. **What are the fastest-growing business types in the area?**
- d. **How responsive are local lenders to the financial needs of local businesses?**
- e. **What obstacles, if any, exist for local entrepreneurs?**

Business owners stated they had a positive experience while operating in Eagle Lake. They identified Eagle Lake's quietness, friendliness of neighbors, and family-friendly atmosphere as the community's strengths and reasons for deciding to operate their businesses in this community. Furthermore, business owners stated that there is a support network in place for businesses and that they feel supported by the community. They highlighted local events such as Music on Parkway and Tator Days as excellent opportunities to improve the visibility of their businesses and to increase patronage.

Business owners added that they would tap into other business resources and networks if offered in the community. One business owner acknowledged that they would like to see more support from the community since they believe that not all residents are aware of all the business offerings that Eagle Lake has. Business owners indicated that regional and local lenders are responsive to their financial needs. Lastly, some of them stated they would prefer to see greater exposure and marketing of local businesses and would welcome support in this area. They also advocated for further support for new businesses and start-ups.



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Community Planning Workshop

A community planning workshop was held and open to all residents and local stakeholders at Eagle Lake City Hall. A Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis and a prioritization matrix exercise were conducted at the planning workshop. The session lasted for approximately 2 hours and was attended mostly by members of the local EDA. The session was moderated by representatives from RNDC, and residents' feedback was captured in real time.

Strengths

Things the city does particularly well.

Weaknesses

Things the city can improve on.

Opportunities

These are openings or chances for positive outcomes in the city.

Threats

These are factors that have the potential to harm the city.



STRENGTHS

Strengths in Eagle Lake, as identified by residents and city officials, centered around five major themes: high quality of life, proximity to an urban area, strong sense of community, high quality schools, and a family-friendly and positive atmosphere.

- **Good leadership from the city, community boards, and committees ******
- **Proximity to shopping, recreation, and urban areas (Mankato, Twin Cities) *****
- **Good school**
- **Parks age ranges (toddler-all ages), a dog park, parks are well used/maintained**
- **Strong core businesses (Chuck's Bodyshop, Gene's Repair)**
- **Engaged young community, events**
- **Hwy 14**
- **Desired area, aesthetics of hills/fields**
- **High average income, educated citizens**
- **Population increase**
- **Farmland for expansion**
- **Small town**
- **Feels safe**
- **Positive feel/vibe, positive people**
- **Residents look out for and support the community**
- **Family feel, easy to meet other families**
- **Housing**
- **Clean, residents take care of yards**
- **Sidewalks and accessibility to main roads**



WEAKNESSES

Many of the city's strengths were paradoxically identified as potential weaknesses. Participants in the community planning workshop were divided on the city's proximity to Mankato/North Mankato. While some cited the nearby metropolitan area as a strength for Eagle Lake, others stated it as hampering the city's business recruitment and retention efforts. This suggests that city leaders in Eagle Lake could benefit from establishing a formal position on how best to leverage the nearby metropolitan area, while simultaneously minimizing the potential drawbacks.

Additionally, some residents and city officials cited costly land and infrastructure needs as potential weaknesses. Notable among these were land availability and cost as well as lack of commercial space.

- **Size of staff, new departments like Economic Development and Planning/Zoning *****
- **Lack of business/commercial space ****
- **Land availability, cost to come in ****
- **Proximity to Mankato**
- **No downtown**
- **People do not understand land purchasing/business dynamics**
- **Culture of not supporting new businesses for the long term**
- **Residential tax base**
- **Connectedness to all parts of the community**
- **Big items are needed but residents don't want to pay increased taxes**
- **Connectedness of new residents**
- **Comprehensive plan/long-range vision**

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OPPORTUNITIES

Many additional opportunities that were cited during the community planning workshop focused on business and housing development as well as community development efforts.

Specific opportunities include:

- **Motorsports track (connected to community and economic development) *******
- **Business development, business incubator ****
- **Engage new residents**
- **Mobile home park - rehab**
- **New housing development**
- **Recreational sports**
- **Collaboration with other organizations and communities**
- **Event spaces, sports facilities (hockey, etc...)**
- **Water treatment facility**
- **YMCA**
- **Comprehensive plan/long-range vision**

THREATS

Threats to Eagle Lake, as identified in the community planning workshop, centered around growth concerns, housing and land availability, and infrastructure costs among others. Concerns around future growth and development suggests the need for intentional planning and investment to meet future demand.

Specific threats cited during the public input session include:

- Landowners not willing to sell *****
- Residents opposed to change (want the status quo)
- People thinking Eagle Lake should be like/be a part of Mankato
- Growth pressure
- Building cost
- Inflation, high costs are the new normal
- Interest rates
- People are on social media not being constructive or willing to help
- Eagle Lake Facebook page administration/rules for posting
- Lack of engagement
- Hwy 14 bypasses the city
- Hwy 14 Intersection
- State of Minnesota (top-down policy, unfunded mandates)
- Storm water



An aerial night photograph of Eagle Lake, Michigan. The central focus is a large, spherical water tower with a decorative top, illuminated from within. The words "EAGLE LAKE" are faintly visible on the tower's surface. To the left, a multi-lane highway shows long, white light trails from moving vehicles. The surrounding area includes residential buildings and parking lots, all under a dark sky with some distant lights.

RECOMMENDATIONS

CITY LEADERSHIP & SERVICES

Provide quality public service that is efficient, transparent, collaborative, and responsive to all.

Indicators

- Citizen involvement and engagement
- Fiscal sustainability
- Community-based decision making
- Satisfaction with City services
- Organizational capability



	Strategy	Tactic	Priority Level	Timing	Potential Partners
1.1	Improve communication and collaboration with all community members	Engage with all citizens through a variety of mediums that are innovative and creative. Continuously update the city's website and include current city events, projects, and opportunities for citizens to be involved.	High	Short	<ul style="list-style-type: none"> • City Staff • Consultant • Gov Office • Interns • Volunteers • Students
1.2	Foster and maintain fiscal sustainability and increase staff capacity	Strategically leverage outside funding to increase staff capacity by hiring more staff or working with a consultant. Establish and adhere to fiscal policies	High	Short	<ul style="list-style-type: none"> • City Staff • Public Officials • Local EDA • Consultant • EDA • DEED
1.3	Improve transparency, reinforce ethical behavior, and build public trust	Build an organization-wide ethics program for staff and public officials centered-on maintaining public trust. Update financial information to be accessible, clear, and available on a regular basis	High	Medium	<ul style="list-style-type: none"> • City Staff • Public Officials
1.4	Foster an equitable and welcoming culture across the city organization	Create an equity and cultural competency program for city staff and elected officials. Empower and welcome new leaders from all socio-economic, cultural, gender and age groups through civic engagement and mentoring opportunities. Work with residents to identify and remove barriers to accessing city programs and services.	High	Medium	<ul style="list-style-type: none"> • City Staff • Public Officials • Local EDA • Consultant • EDA • DEED
1.5	Employ data, process improvement strategies, and technology to improve efficacy and guide decision-making	Partner with local and regional organizations to update the city's comprehensive plan. Work with a consultant to evaluate internal operations and streamline and simplify internal processes. Conduct a city-wide technology needs assessment.	Medium	Medium	<ul style="list-style-type: none"> • City Staff • Local EDA • Consultant • EDA • DEED

ECONOMIC HEALTH

Cultivate a thriving and sustainable economy that provides opportunity for all.

Indicators

- Local investment
- Business retention
- Living wages and quality jobs
- Business sector diversity
- Vibrant downtown core



	Strategy	Tactic	Priority Level	Timing	Potential Partners
2.1	Foster and strengthen local economic development efforts and increase capacity	Hire or contract with an economic developer. Grow local business relationships and partnerships with the regional Chamber of Commerce	High	Short	<ul style="list-style-type: none"> • GMG • Local EDA • DEED • RNDC • CEDA • SMIF
2.2	Improve awareness of local offerings and incentive residents to patronize local businesses	Raise community awareness about local offerings through open houses, "get to know" stories in the city's social media and newsletter. Develop and launch a "buy local" campaign.	High	Short	<ul style="list-style-type: none"> • City Staff • Local EDA • Volunteers • Interns • Students
2.3	Build an economically vital and robust community	Work with partners to promote Eagle Lake as a business-friendly community with a large range of college educated residents. Partner with neighboring colleges and DEED on job training programs and worker retention plans. Develop a strategy in partnership with local employers and the regional chamber to raise wages and salaries for Eagle Lake residents.	High	Medium	<ul style="list-style-type: none"> • GMG • Local EDA • CEDA • EDA • DEED • Workforce Council • South-Central College
2.4	Adopt policies and programs that promote business growth and fair opportunities for all	Expand support for small business and start-up training and support for entrepreneurs. Establish and support relationships with private and institutional investors, microlenders, local banks, and credit unions. Partner with regional organizations to support existing and emerging entrepreneurs.	High	Long	<ul style="list-style-type: none"> • GMG • SMIF • Local EDA • SBDC • Local Lenders
2.5	Preserve the city's sense of place	Support sustainable infill and redevelopment. Redevelop unoccupied and deteriorating buildings and facades in the downtown core.	Medium	Medium	<ul style="list-style-type: none"> • DEED • EDA • HUD

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INFRASTRUCTURE, GROWTH AND DEVELOPMENT

Balanced growth and development that is effectively managed and planned and that sustains public facilities and infrastructure, preserves the community's identity, protects the environment, and meets the needs of a growing community.

Indicators

- Infrastructure investment
- Quality and reliability of infrastructure
- Transportation options and ease of access
- Balanced growth
- Well-maintained network of roads, lanes, and sidewalk



	Strategy	Tactic	Priority Level	Timing	Potential Partners
3.1	Enhance communication with residents about development and growth	Update zoning map regularly and upload it on the city's website along with other planning and land use documents Enhance communication with residents about major decisions and developments	High	Short	• City Staff • Interns • Engineering Firms • Consultants
3.2	Maintain, protect, and renovate assets and local infrastructure	Update and implement a capital improvement plan. Map existing infrastructure with age, condition, maintenance schedule and plan, and budget costs accordingly.	High	Long	• Public Works • Engineering Firms
3.3	Direct and manage growth through appropriate planning, annexation, land use and development review processes	Assess land, housing, and infrastructure needs based on anticipated growth. Encourage infill commercial development in vacant structures in the downtown core rather than on the outskirts and fringe.	High	Long	• Local EDA • DEED • GMG
3.4	Identify and pursue new and unique funding opportunities and partnerships to build and maintain infrastructure and to renovate aging one	Leverage grant funding with internal funds to offset city costs. Engage in public-private partnerships to fund infrastructure projects and programs. Seek federal and state grants for public works improvements.	Medium	Medium	• USDA · EDA • HUD · DEED • DNR • RNDC · CEDA • Engineering Firms
3.5	Provide safe, accessible, well-maintained sidewalks so that all residents can safely walk/bike to parks, schools, and playgrounds	Pursue funding opportunities to meet goals of Safe Routes to School (SRTS) and Active Transportation Program (ATP) plans. Expand sidewalk networks and walking access to city neighborhoods, including the mobile home park.	Medium	Medium	• City Staff • City Council • Public Works • MnDOT

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COMMUNITY & NEIGHBORHOOD LIVABILITY

Ensure safe, quality, and welcoming neighborhoods where all of Eagle Lake residents can thrive.

Indicators

- Housing availability and affordability
- Public safety
- Social inclusion and equity
- Quality of schools
- Health and active living



	Strategy	Tactic	Priority Level	Timing	Potential Partners
4.1	Improve access to quality and diverse housing that is safe, accessible, and affordable	<p>Promote and support the development of independent senior housing</p> <p>Pursue direct funding for rehabilitation funds to support homeowners and rental properties to make maintenance and upkeep investments</p>	High	Medium	<ul style="list-style-type: none"> • MNRAAA • Southwest MN Housing Partnership • MN Housing DEED • MVAC
4.2	Build programs and initiatives that enhance resident safety, foster neighborhood engagement, and build public trust	<p>Facilitate discussions that elevate inclusion, diversity, and equity needs in the community and help build a comprehensive guide/toolkit.</p> <p>Hold community co-design sessions to identify what constitutes timely, equitable, and effective safety outcomes and align public safety practices accordingly.</p> <p>Increase community engagement with the Fire and Police Department.</p>	High	Medium	<ul style="list-style-type: none"> • Greater Mankato Diversity Council • Public Safety RNDC • CEDA • Volunteers
4.3	Invest in high quality school system	<p>Improve the quality of education in the school system by engaging mentors, tutors in after school activities and developing strategies to improve students' graduation and performance in STEM.</p>	High	Medium	<ul style="list-style-type: none"> • School District • RNDC • Afterschool Advance
4.4	Improve access to quality and diverse housing that is safe, accessible, and affordable	<p>Design and implement a zoning and land use plan that promotes balanced development and affordable housing and ownership for young families and seniors</p> <p>Pursue grant funding that facilitates the development of affordable housing in partnership with developers, public entities, and nonprofit organizations.</p> <p>Partner with faith-centered and other organizations for affordable housing development initiatives</p>	High	Long	<ul style="list-style-type: none"> • MN Housing DEED/HUD • Southwest MN Housing Partnership • Local Faith Organizations • CEDA
4.5	Promote and improve community health and wellness	<p>Create public spaces that are functional for the needs of people in all age and income groups.</p> <p>Support and encourage establishing community gardens on unused land.</p>	Medium	Medium	<ul style="list-style-type: none"> • Public Works • RNDC • Living Earth Center • City Admin.

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ENVIRONMENTAL STEWARDSHIP

Proactively enhance, advocate for, and steward environmental and natural resources to ensure a vibrant natural community for current and future generations through science-based equitable climate solutions.

Indicators

- Water quality and supply
- Responsible use of natural resources
- Energy efficiency
- Air quality
- Environmental justice
- Community stewardship



	Strategy	Tactic	Priority Level	Timing	Potential Partners
5.1	Improve and protect wildlife habitat and natural ecosystems	Develop and use framework for city decision making that incorporates environmental, social, and economic aspects and result in increased transparency.	High	Short	<ul style="list-style-type: none"> • City Staff • Public Works • Consultant
5.2	Protect, monitor, and enhance water resources and quality, and implement appropriate conservation efforts and long-term storage capacity	<p>Identify and implement water conservation strategies.</p> <p>Pursue grant and state funding as well as public-private partnerships to enhance water quality.</p>	High	Medium	<ul style="list-style-type: none"> • MN Association of Soil & Water Conservation • Engineering Firms • DNR • MPCA
5.3	Reduce carbon footprint and increase climate resiliency	<p>Set carbon reduction goals and integrate them into city planning.</p> <p>Monitor and reduce the carbon emissions of city operations.</p> <p>Build partnerships with public, private, and academic institutions to maximize opportunities for renewable energy implementation.</p>	High	Long	<ul style="list-style-type: none"> • MPCA • DNR • Blue Earth County Soil & Water
5.4	Engage and educate residents on responsible use of goods, products, and services	<p>Provide resident education on responsible waste management, water usage, recycling, and environmental conservation.</p> <p>Use new and unique ways to educate residents and share resources, including the newsletter, events, and partnerships with the local school.</p>	Medium	Short	<ul style="list-style-type: none"> • DNR • Public Works • Volunteers • School District • City Staff
5.5	Acquire land for park, trail, open space, critical areas, and natural resource protection	<p>Fill in gaps in established trail systems, parks, other open spaces.</p> <p>Study opportunities for solar energy.</p>	Medium	Long	<ul style="list-style-type: none"> • USDA • MN Clean Energy Resource Teams

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CULTURE, ARTS, AND RECREATION

Residents of all backgrounds and ages enjoy diverse community experiences and personal enrichment opportunities.

Indicators

- Resident participation in local events
- Neighborhood connectedness
- Arts and cultural opportunities
- Access to parks, trails, and open spaces
- Place making



	Strategy	Tactic	Priority Level	Timing	Potential Partners
6.1	Support welcoming and connected neighborhoods that preserve a sense of community and belonging among residents	Hold regular neighborhood get together to engage residents and understand their vision for their community and needs and desires, including apartment areas, mobile home parks, and high residential areas. Identify and collaborate with trusted community members to develop engagement efforts and programs.	High	Medium	<ul style="list-style-type: none"> • City Staff • Residents • Volunteers • Interns • College Students
6.2	Maintain and improve a network of safe and accessible parks, trails recreational amenities, and other open spaces	Pursue new funding sources like state and foundation grants to maintain, renovate and expand park amenities.	High	Long	<ul style="list-style-type: none"> • Public Works • EDA • DNR • Greater MN Parks & Trails
6.3	Ensure equitable access to affordable and safe arts, culture, and recreational opportunities for all residents	Provide diverse year-long recreational programs for all residents, including teenagers, couples without children, and seniors. Improve communication and increase awareness of local arts, festivals, community celebrations with new residents. Invite new residents to join community celebrations and share the history with them.	High	Long	<ul style="list-style-type: none"> • Residents • City Staff • Volunteers • Interns • College Students
6.4	Plan, promote and encourage volunteerism, especially among the elder and youth populations	Develop a local volunteer group for residents with a special focus on volunteering opportunities for youth. Map and upload local volunteer opportunities on the city's website.	Medium	Short	<ul style="list-style-type: none"> • City Staff • Interns • College Students
6.5	Strengthen the city's attractiveness as a regional destination	Work with residents and regional business to enhance and expand signature events and cultural offerings. Capitalize on local libraries, parks, and schools for intergenerational programming, lifelong education, and career and personal development programs for all ages.	Medium	Medium	<ul style="list-style-type: none"> • Local EDA • Local Library • Schools • Local Businesses • Volunteers

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ACTION TABLE

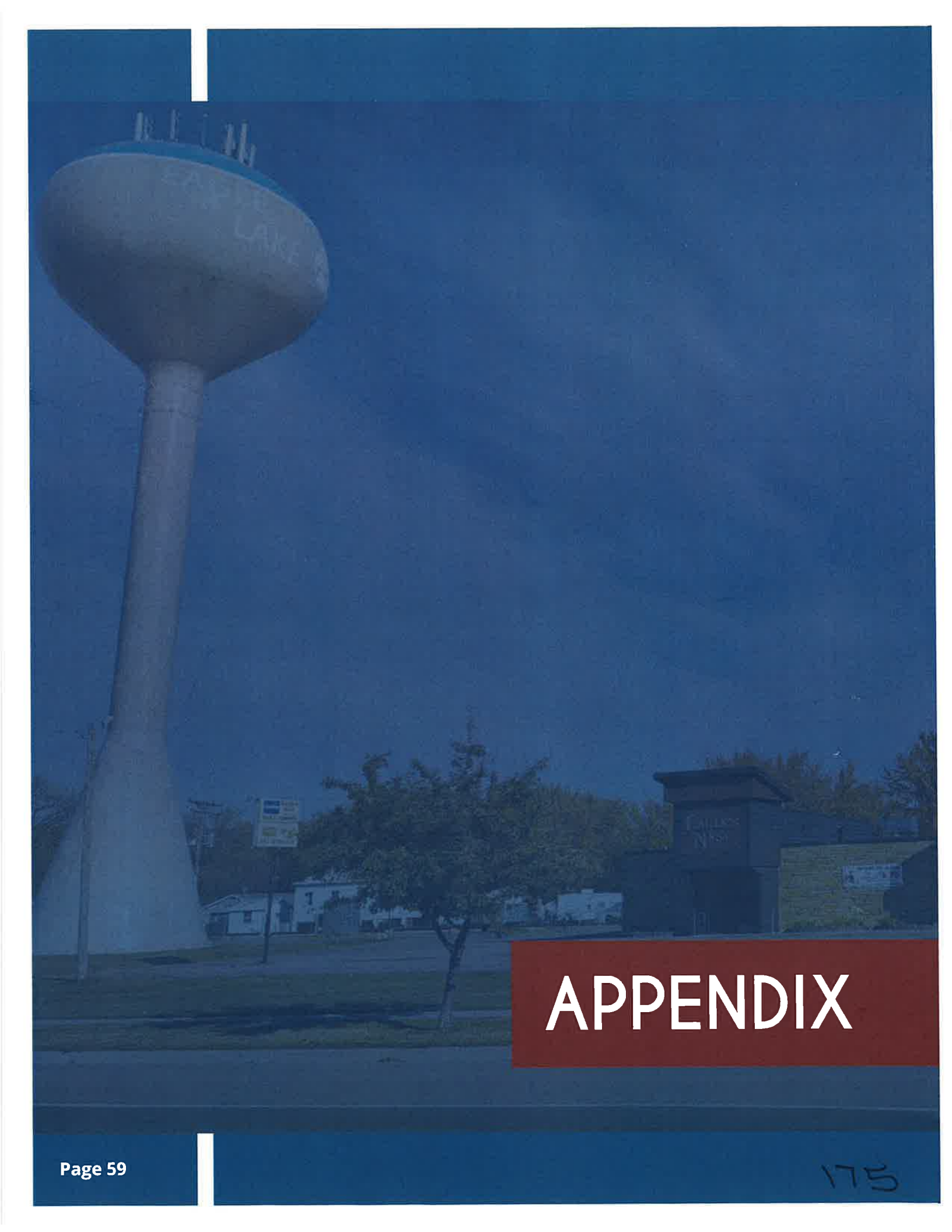
1	Increase staff capacity by adding city personnel, working with a consultant, and leveraging volunteers, residents, and nearby colleges and universities.
2	Actively participate in local and regional discussions around equity and inclusion.
3	Pursue grant and state funding as well as public-private partnerships to enhance water quality.
4	Identify and apply for grants, and pursue other funding strategies, that facilitate the development of affordable housing.
5	Invest in local public goods, such as parks, schools, etc., that can maintain and strengthen Eagle Lake's appeal to local and regional residents.

HOW TO GET INVOLVED

You can support Eagle Lake's Strategic Plan by volunteering through one of the many community organizations, or by participating in the one of the following city boards, commissions, and programs:

- **Economic Development Authority (EDA)**
- **Planning Commission**
- **Park Board**

If interested in other opportunities, please reach out to City Hall.



APPENDIX

CITY OF EAGLE LAKE RESIDENTIAL SURVEY

Dear Resident,

The City of Eagle Lake has contracted with Region Nine Development Commission, an economic development organization located in Mankato, to create a strategic economic development plan. As part of the strategic planning process, a survey of Eagle Lake residents is being conducted to gather your opinions and suggestions about current and future city needs.

Please take 10-15 minutes to complete the survey. Your input is an **extremely important** part of identifying and addressing the many opportunities and challenges facing the community, and it will help guide decisions made about the City's future. Your responses will remain confidential; individual survey results will be combined and presented as a group.

The survey can be returned in the enclosed postage-paid envelope or completed online using the attached QR code or at <https://www.surveymonkey.com/r/EagleLake>. Region Nine will also be conducting small group sessions and an open house to gather further community input. If you would be interested in attending a session, please note your contact preference at the end of the survey.



Note: This survey is intended for City of Eagle Lake residents. If your property is located outside of Eagle Lake city limits, please disregard the survey.

1. How would you rate the quality of life in Eagle Lake?
 - a) Excellent
 - b) Good
 - c) Average
 - d) Fair
 - e) Poor

2. Please indicate how likely or unlikely you are to do each of the following:
 - a. Recommend living in Eagle Lake to someone who asks
Very likely Somewhat likely Somewhat unlikely Very unlikely

 - b. Remain in Eagle Lake for the next five years
Very likely Somewhat likely Somewhat unlikely Very unlikely

3. What are your top three reasons for choosing Eagle Lake as your home?

11. What is the biggest challenge Eagle Lake faces?

12. Is the existing housing stock diverse enough to provide for a wide range of housing needs?

- a. Yes b. No
 Please Explain

13. What amenities, activities, or offerings would you like to see located here in the future?

14. Please rate the quality of each of the following services in Eagle Lake

	Excellent	Good	Average	Fair	Poor	Don't know
Police services						
Fire services						
Ambulance or emergency medical services						
Crime prevention						
Street cleaning						
Sidewalk maintenance						
Garbage collection						
Drinking water						
City parks						
Responsiveness of city staff and public officials						
Other (please specify)						

15. What three words describe your vision for Eagle Lake in 20 years?

16. Within the next TWO YEARS what improvements are most important to Eagle Lake?

17. Which of the items you mentioned above do you feel is the most important to address?

18. Have you accessed the City of Eagle Lake website (www.eaglelakemn.com) in the last 12 months?

- a. Yes
- b. No

19. How much of a source are each of the following for you in getting information about Eagle Lake's city government and its activities, events, and services?

	Major source	Minor source	Not a source
City of Eagle Lake website (www.eaglelakemn.com)			
City of Eagle Lake Newsletter			
Council meetings and other public meetings			
Talking with Eagle Lake officials and/or City employees			
City of Eagle Lake social media			
Word-of-mouth			
Direct mailings (postcards and flyers)			

Respondent Characteristics

20. What is your age range?

- a. 18-24 years old
- b. 25-34 years old
- c. 35-44 years old
- d. 45-54 years old
- e. 55-64 years old
- f. 65-74 years old
- g. 75 years or old

21. How many years have you lived in Eagle Lake?

- a. Less than 2 years
- b. 2-5 years
- c. 6-10 years
- d. 11-20 years
- e. More than 20 years

22. Check all that apply to your household
- a. Household with any children under 17
 - b. Household with at least one-member aged 65 and over
 - c. Household with at least one member of any age with a disability or limitation

23. What is your gender identity?
- a. Female
 - b. Male
 - c. Other (please specify)

24. Do you rent or own your residence?
- a. Rent
 - b. Own
 - c. Other (please specify)

25. What race do you most closely associate?
- a. White
 - b. Asian, Asian Indian or Pacific Islander
 - c. Black or African American
 - d. American Indian or Alaskan Native
 - e. Other

26. Are you of Spanish, Hispanic, or Latino origin or descent?
- a. Yes
 - b. No

27. What is your total household income including all household members?
- | | |
|-------------------------|---------------------------|
| a. Less than \$20,000 | e. \$75,000 to \$99,999 |
| b. \$20,000 to \$34,999 | f. \$100,000 to \$149,999 |
| c. \$35,000 to \$49,999 | g. \$150,000 or More |
| d. \$50,000 to \$74,999 | |

28. What is your zip code?

29. Contact information (Optional)

Name
Email Address
Phone Number

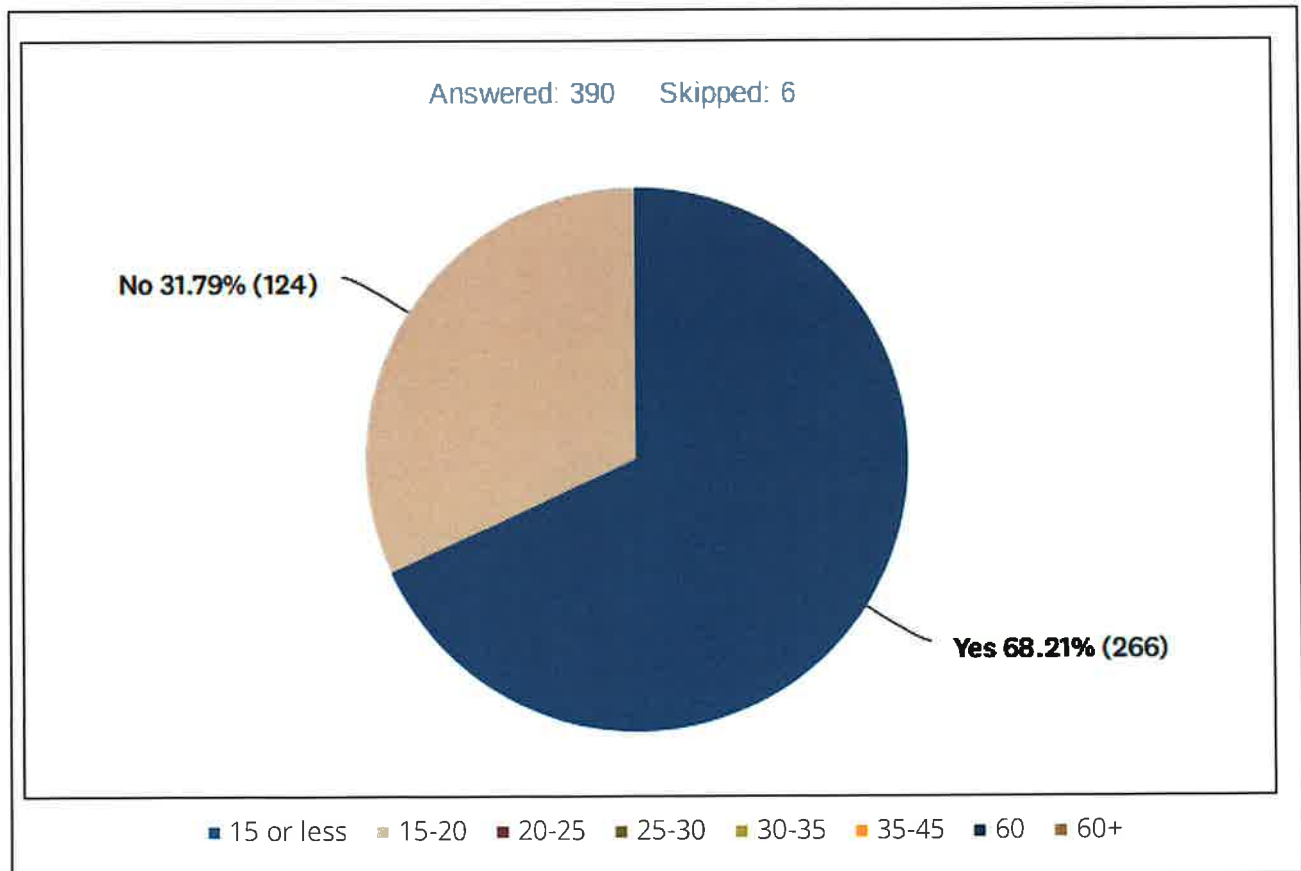


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Q3. What are your top three reasons for choosing Eagle Lake as your home?

1. Small town
2. Proximity to Mankato
3. K-5 School
4. Quiet
5. Safe
6. Location
7. Friendly residents and neighbors
8. Affordable
9. Family-friendly
10. Friends and relatives live in the area
11. Parks and trails

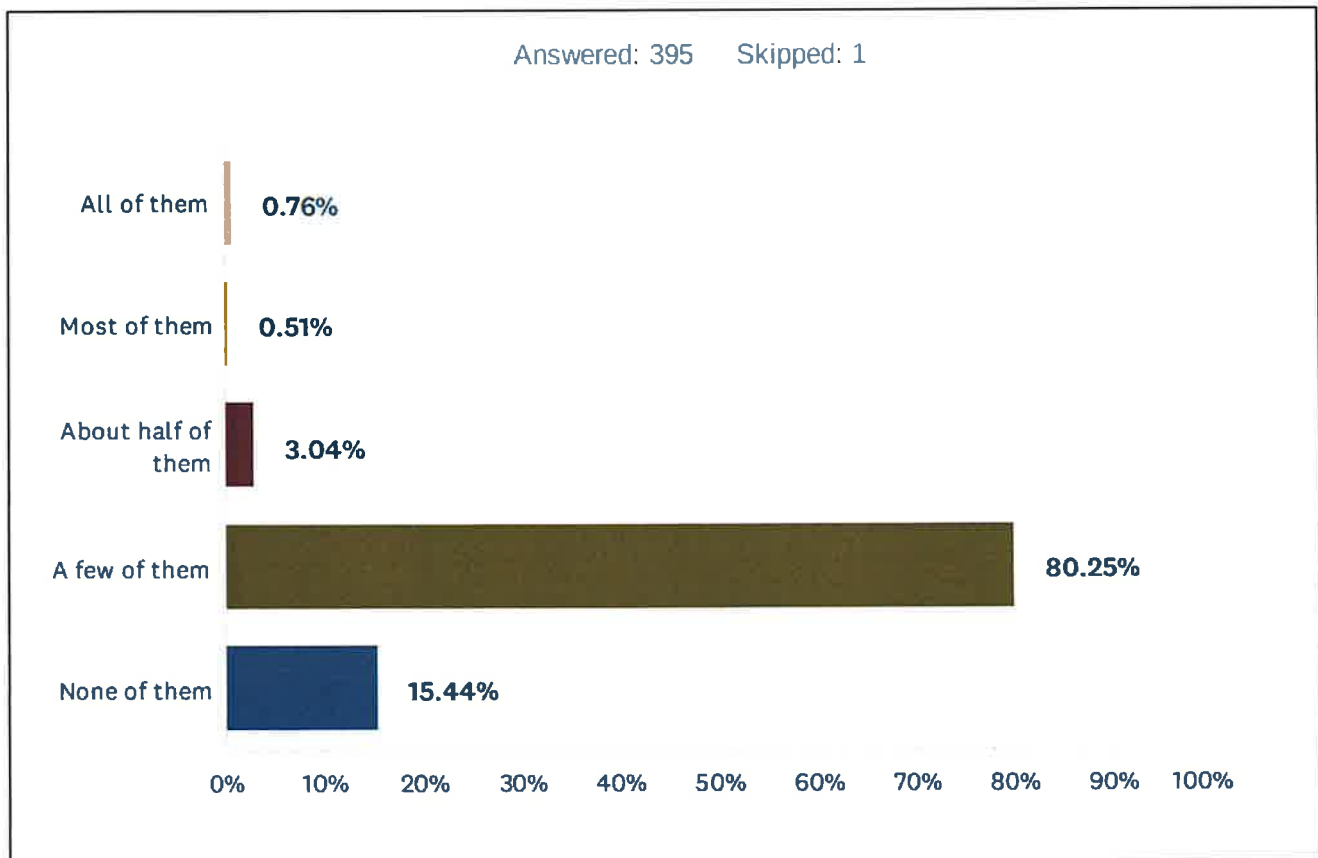
Q4. Do you regularly commute to a different municipality/city for work?
If yes, how long?



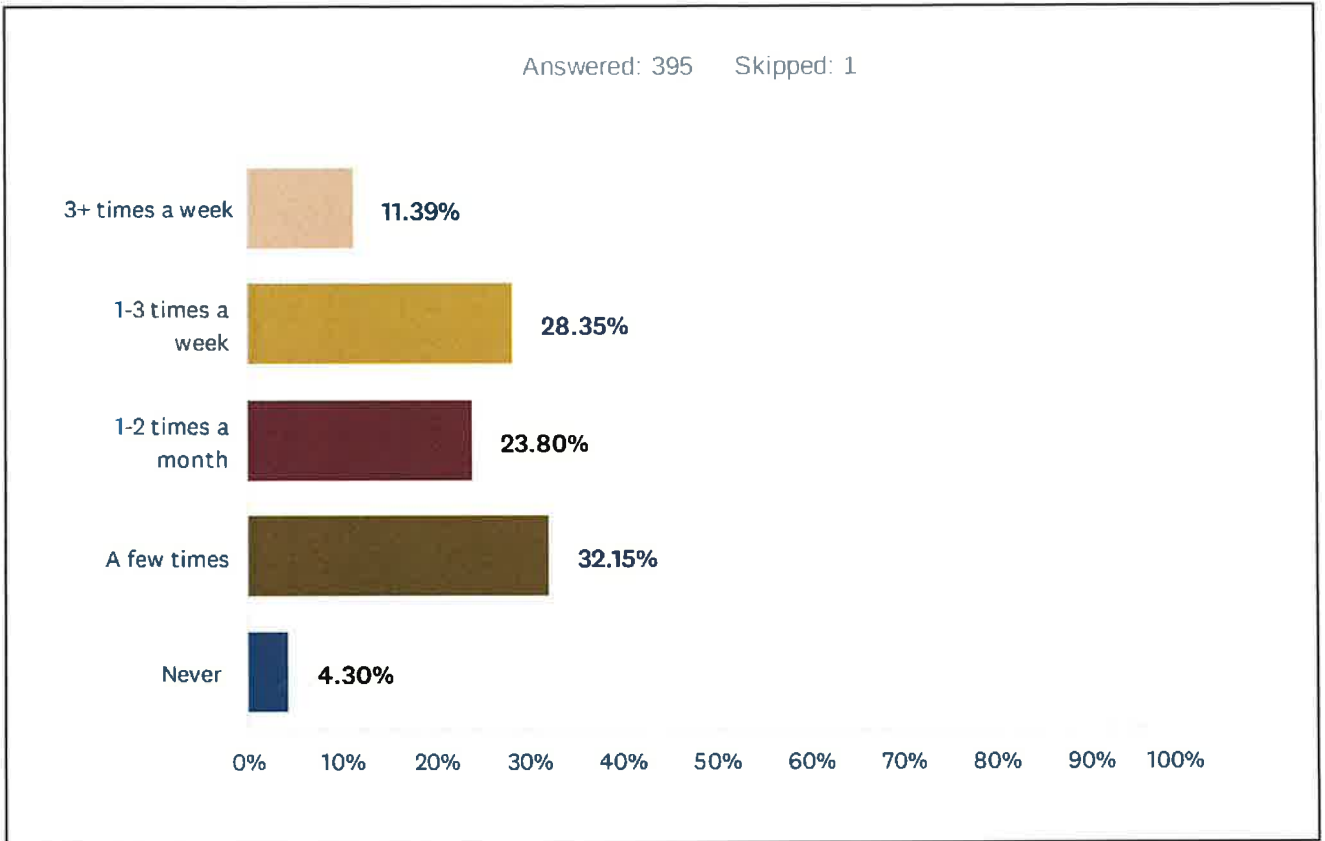
Q5. What activities do you participate in locally in Eagle Lake? (rank)

1. Tator days
2. None
3. Walking and biking
4. Summer events (Music on parkway, movies, parade, etc.)
5. Park and trails
6. American Legion
7. Fire Department and Firemen's dance
8. Bingo
9. Baseball and pickleball
10. Easter egg hunt

Q6. Of all the purchases your household makes, about how many are made in Eagle Lake?



Q7. How frequently do you purchase from local businesses?



Q8. If you answered "a few times per month" or less, what would help to increase that frequency? (continue)

1. More business offerings
2. Grocery store
3. Food
4. Variety
5. Restaurants
6. Too close to Mankato

Q9. What three destinations do you visit most frequently in Eagle Lake? (Rank)

1. Eagle Nest
2. Casey's
3. Eagle Express
4. Park
5. American Legion

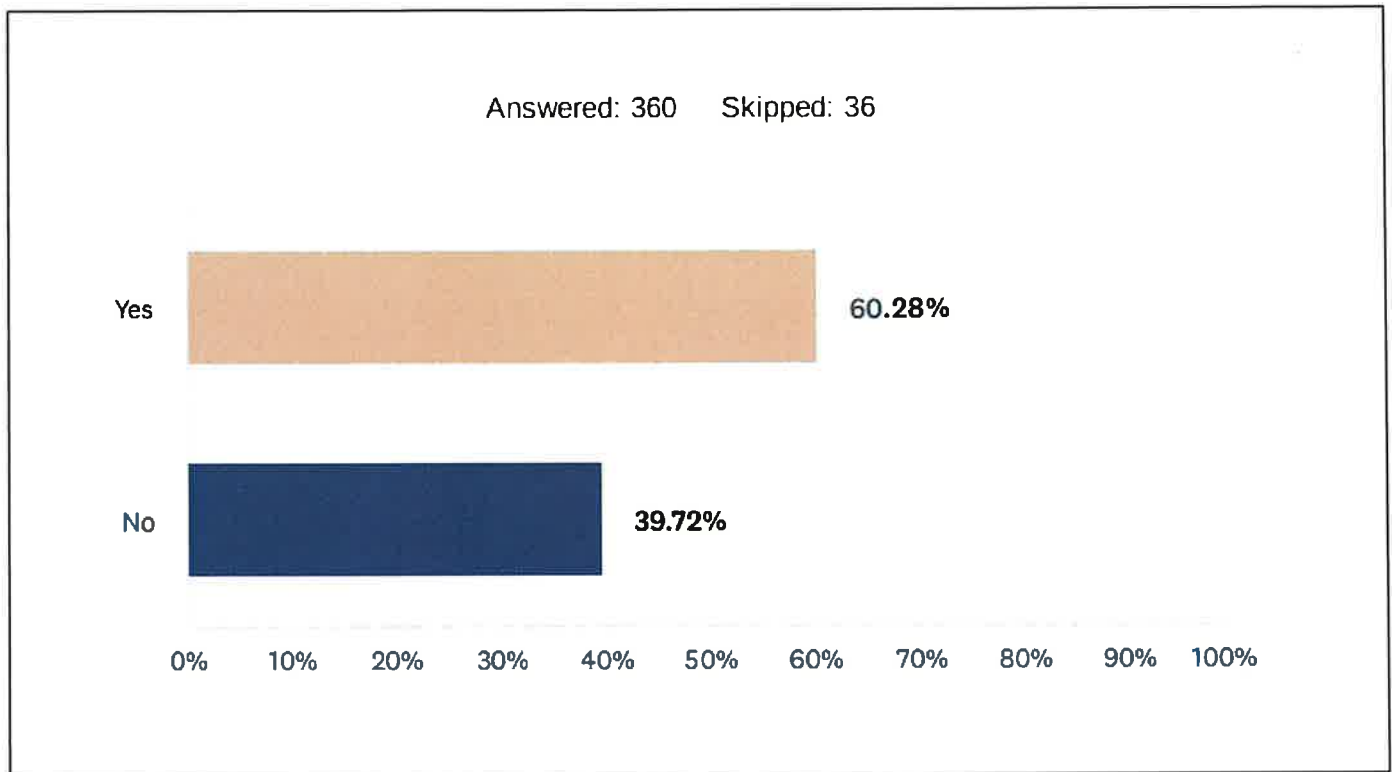
Q10. What stores/businesses do you think are missing in Eagle Lake?

1. Restaurant
2. Grocery store
3. Coffee shop
4. Fast food
5. Dollar General
6. Ice cream store

Q11. What is the biggest challenge Eagle Lake faces?

- Rapid growth
- Proximity to Mankato
- Business retention and expansion
- Housing availability, housing stock and affordability
- Retaining identity and sense of community
- Water quality

Q12. Is the existing housing stock diverse enough to provide for a wide range of housing needs?



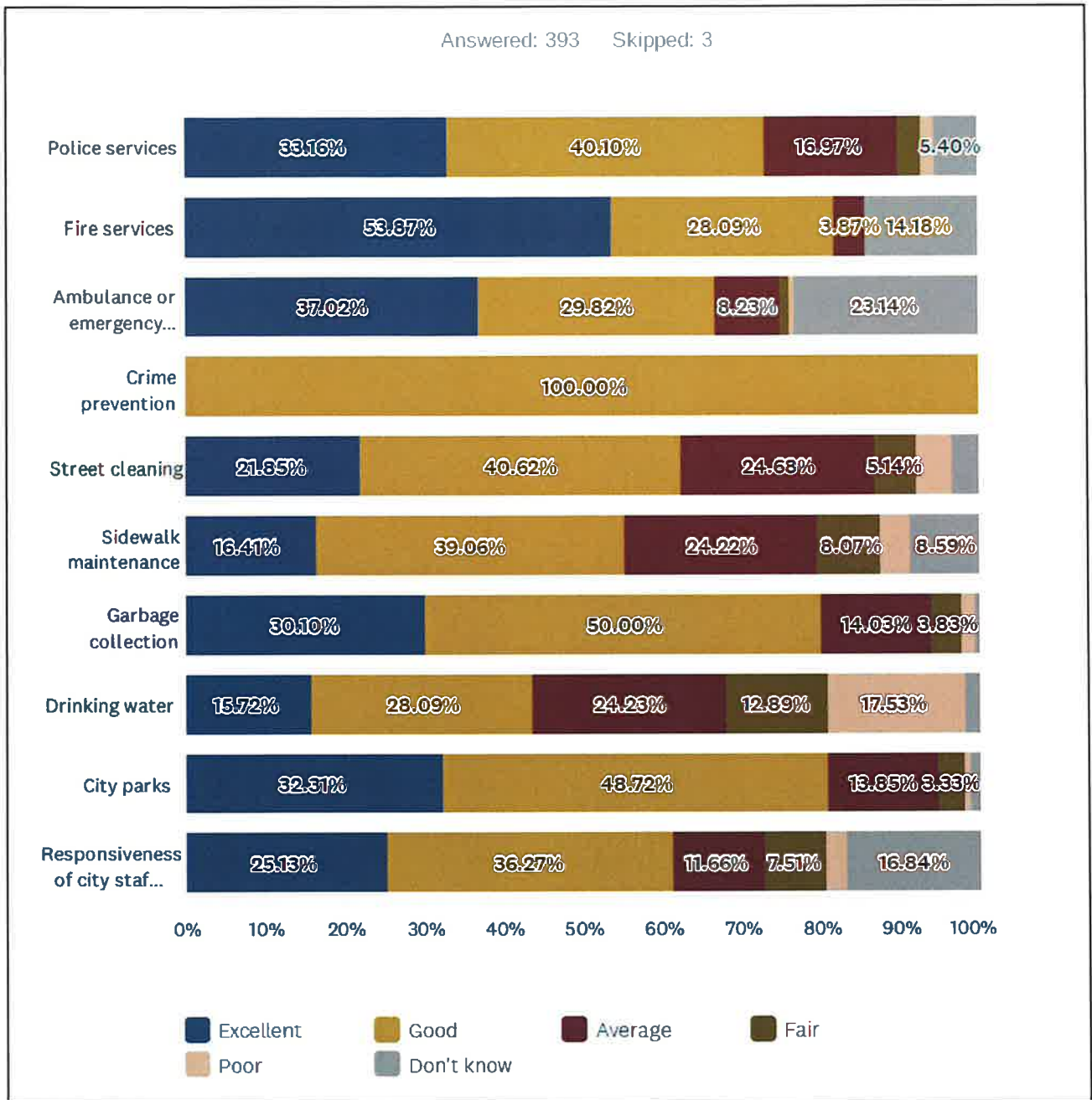
If not, why?

- Lack of age transitional homes
- Housing availability and affordability
- Housing variety
- Not affordable for young families, single residents, and first-time home buyers

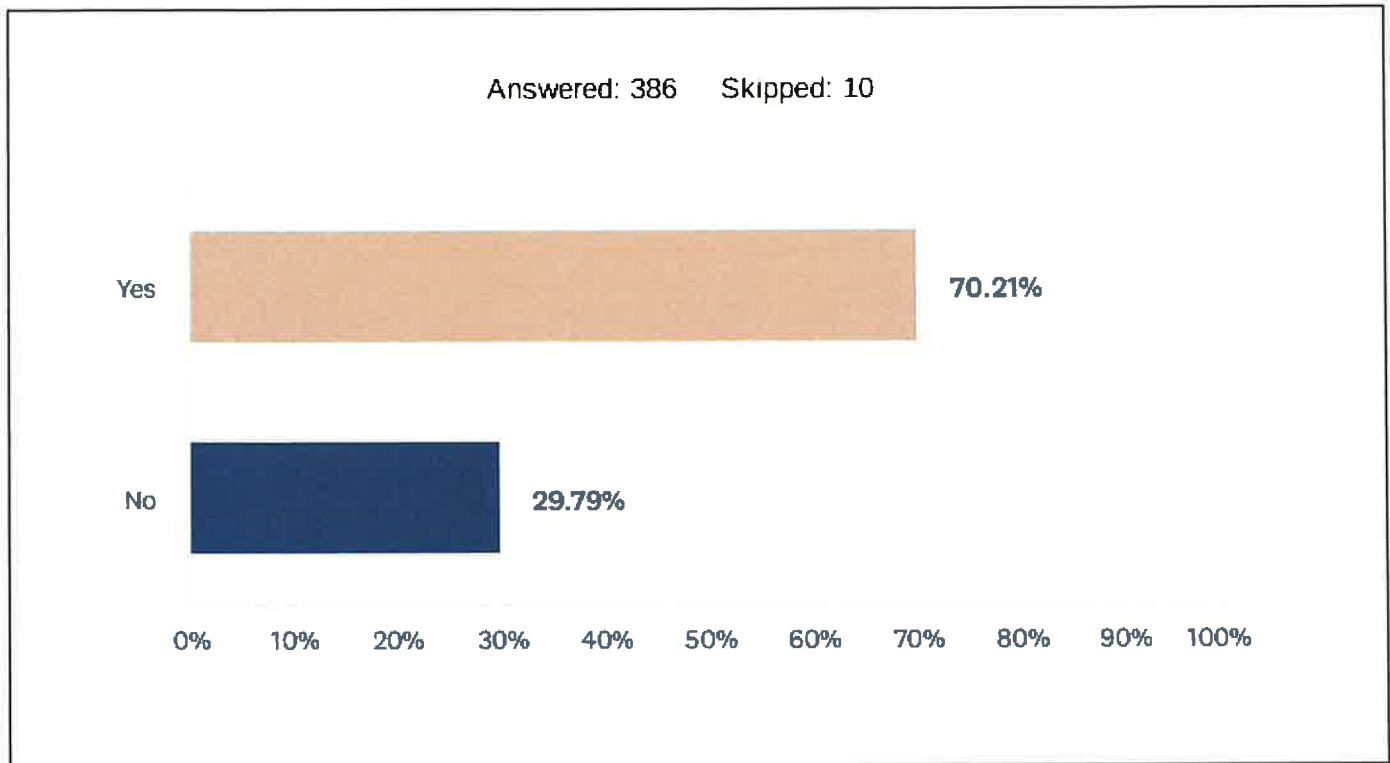
Q13. What amenities, activities, or offerings would you like to see located here in the future?

1. Park
2. Splash pad
3. Restaurant
4. Pool
5. More physical activities

Q14. Please rate the quality of each of the following services in Eagle Lake:



Q18. Have you accessed the City of Eagle Lake website (www.eaglelakemn.com) in the last 12 months?



Q15. What three words describe your vision for Eagle Lake in 20 years?



A word cloud of responses for Q15. The most prominent words are 'community', 'growing', and 'Growth'. Other visible words include 'Strong Community', 'place live', 'Local', 'opportunities', 'N development', 'closing', 'options', 'diverse', 'Small town feel', 'Expanding know', 'sure small town', 'safe Mankato', 'friendly', 'Keep', 'suburb', 'will businesses', 'safety', 'Family', 'Small', 'Home', 'great', 'better', 'live', 'Involvement', 'welcoming', 'Hopefully Nice', 'Clean', 'feel', 'Diversity', 'peaceful Bigger', 'Suburb Mankato', 'quiet', 'Family friendly', 'Connecting', 'family oriented', 'Safe clean', and 'affordable'.

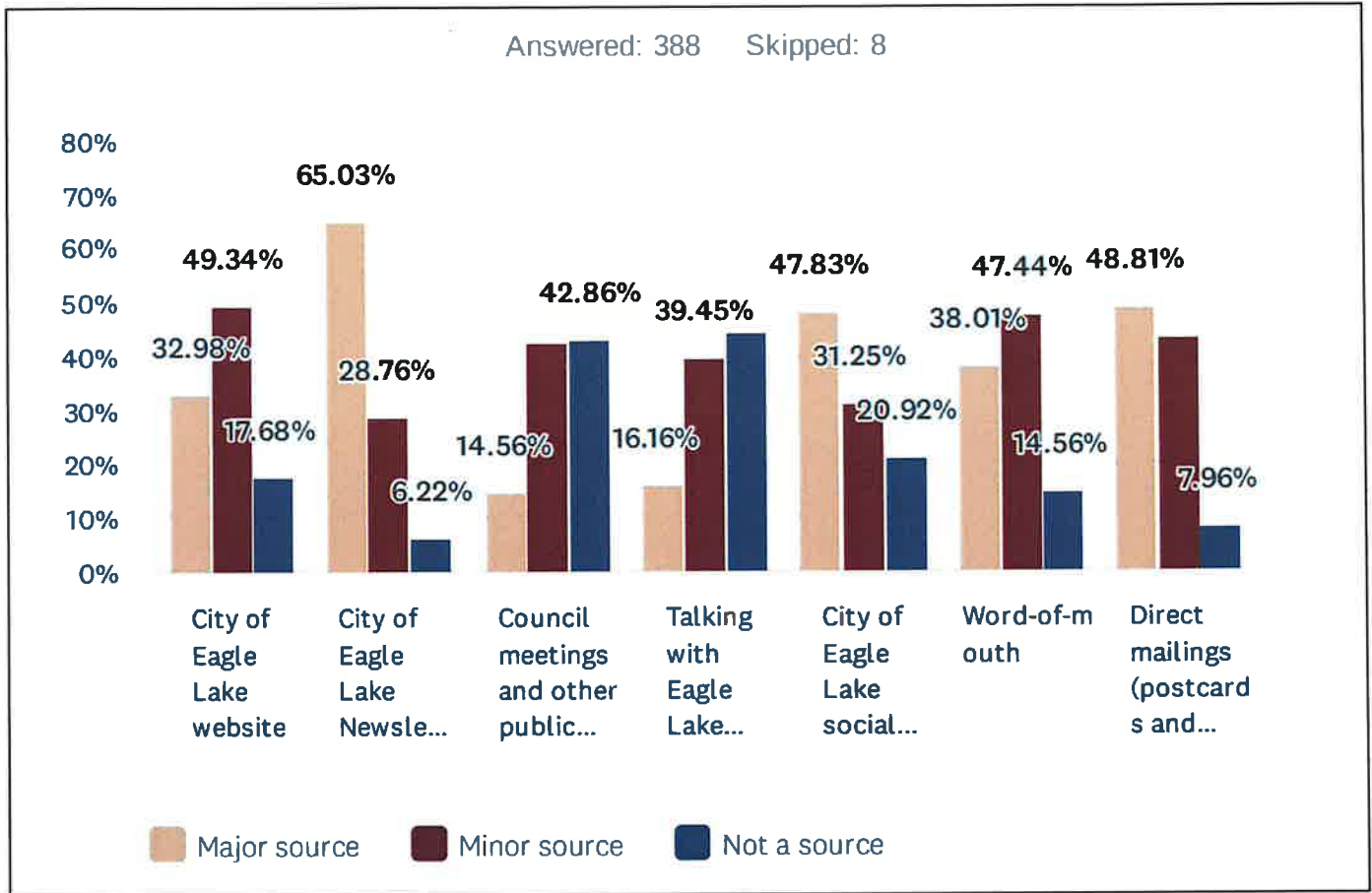
Q16. Within the next TWO YEARS, what improvements are most important to Eagle Lake?

- Water quality
- Housing options and cost
- Parks and streets maintenance and expansion
- Sidewalks
- Local businesses attraction and expansion
- Clean and maintenance of pond and trailer park area

Q17. Which of the items you mentioned above do you feel is the most important to address?

- Water quality
- Housing availability and affordability
- Sidewalks connectivity and maintenance
- Streets and parks

Q19. How much of a source are each of the following for you in getting information about Eagle Lake's city government and its activities, events, and services?





CITY OF
EAGLE LAKE
WHERE OPPORTUNITY SOARS

R9 **REGION NINE**
DEVELOPMENT
COMMISSION



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Al Kiefer and Mitch Kleist with MAYBA

Al Kiefer and Mitch Kleist with Mankato Area Youth Baseball Association (MAYBA) will be at the meeting to provide an update on the ballfield and discuss possible terms for a new agreement with the City of Eagle Lake. Both MAYBA and the City are aware that the agreement expired and have been working together to determine future improvements at the ballfield and appropriate obligations of each party.

City staff appreciates the good working relationship with MAYBA and the work that they put into the ballfield.

Attached is a copy of the agreement with MAYBA which expired in March.



Jennifer J. Bromeland
City Administrator

**FACILITY USE AND MAINTENANCE
AGREEMENT BY AND BETWEEN
MANKATO AREA YOUTH BASEBALL
ASSOCIATION AND
THE CITY OF EAGLE LAKE, MINNESOTA**

This Facility Use Agreement (this "Agreement") is made by and between Mankato Area Youth Baseball Association ("MAYBA") and the City of Eagle Lake, Minnesota ("City"). City and MAYBA are sometimes hereafter referred to individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, City is the owner of the certain public park known as Lake Eagle Park;
and

WHEREAS, MAYBA is a Minnesota nonprofit organization organized to promote youth sports activities through the operation of its youth baseball program; and

WHEREAS, MAYBA desires to use and maintain a portion of Lake Eagle Park, including the ninety foot baseball field and smaller softball field and their amenities ("Baseball Facilities") for regular game and practice use; and

WHEREAS, MAYBA and City desire to enter into an agreement for the purpose of evidencing the agreement of the Parties with regard to the use of the Baseball Facilities by MAYBA and the respective obligations of the Parties regarding the use and maintenance of the Baseball Facilities;

NOW, THEREFORE, for and in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and confessed, the Parties agree as follows:

**ARTICLE I.
TERM**

1.1 Initial Term. The initial term of this Agreement shall be for a period of five (5) years, commencing on March 8, 2017 and ending on March 8, 2022

1.2 Renewal Term. Upon expiration of the Initial Term, this Agreement may be renewed at the option of the Parties for additional term(s), conditioned upon the following:

- a) MAYBA, if not in violation of any obligation hereunder, shall have the option to renew this Agreement under the conditions set forth by City.
- b) If MAYBA should desire to renew this Agreement it shall do so by giving written notice to City prior to the expiration of the current term.

ARTICLE II. USE OF BASEBALL FACILITIES

2.1 Priority of Use. MAYBA shall have the priority right to use the Baseball Facilities, as assigned by City, except in cases of community events scheduled in advance by City and scheduled use by Eagle Lake Sports Association (ELSA) for teeball.

2.2 Scheduling. Except as noted above in Section 2.1, MAYBA shall control scheduling of Baseball Facilities throughout the baseball season, including working with ISD 77 to allow use during the spring school season. Should an amateur town team return during the term of this agreement, MAYBA will work with said team to allow use of the Baseball Facilities.

- a) MAYBA acknowledges that other activities may take place on Baseball Facilities that do not conflict with MAYBA games and practices as agreed to by MAYBA and the City of Eagle Lake and is permitted by the City of Eagle Lake.
- b) MAYBA shall supply to City Staff with the dates and times of all games and practices in advance and immediately after they become available. Any alterations to this schedule must be provided in writing to city staff in advance and be mutually agreed upon.

2.3 Fees. The City agrees to waive any City park use fees for MAYBA's use of Baseball Facilities as outlined within this agreement and waive priority use of Baseball Facilities by "Eagle Lake teams", except as noted in Section 2.1.

ARTICLE III.

OBLIGATIONS OF CITY

3.1 City shall provide the following maintenance in a manner generally equal to its current practice:

- a) Maintain all grass areas on and adjacent to the fields
- b) Provide and empty trash cans
- c) Maintain fencing and dugouts

3.2 Though this agreement requires no additional cost or responsibility to City beyond its current regular practices, it is understood and agreed that City's obligations under this Agreement are subject to and may be affected by City's budget. If City is unable to fulfill its obligations under this Agreement as a consequence of City's budget, City will not be liable to MAYBA for any monetary damages.

ARTICLE IV. OBLIGATIONS OF MAYBA

4.1 MAYBA shall provide the following maintenance, repair, or services at no cost to City:

- a) Maintain all aglime surfaces
- b) Maintain infield grass, including mowing, fertilization, irrigation, and weed control on ninety foot field
- c) Maintain bases, home plate, and pitching rubber
- d) Prepare fields for all MAYBA games, including chalking, painting lines, and dragging/raking

4.2 MAYBA shall provide City with schedule of games with as much advance notice as is possible as denoted.

4.3 MAYBA shall follow any and all rules that have been established by City Code concerning appropriate conduct at and use of City parks including all rules established by city code concerning appropriate conduct while using the City's Park which include but are not limited to no tobacco use, no alcohol use, no dogs off lease, and all dog feces must be picked up and disposed of appropriately.

4.4 MAYBA shall seek permission from City before making any capital improvements or making permanent changes to the existing fields, dugouts, fencing or other areas of the Baseball Facilities. City and MAYBA may mutually enter into future agreement to share

costs and labor to make these improvements.

4.5 Upon request by City, MAYBA shall provide an annual accounting of sponsorship dollars received and provide City with a report of how those dollars were or will be utilized in the future to maintain and improve the Baseball Facilities.

ARTICLE V. TERMINATION

5.1 Termination.

- a) For Convenience. This agreement may be terminated based on mutual agreement by both parties at any time.
- b) For Cause. If either party fails to fulfill any obligation under this Agreement, that party shall be considered to be in default. If Party fails to cure such default within thirty (30) days after written notice and request to cure from offended Party, offended Party may terminate this Agreement.

ARTICLE VI. ASSIGNABILITY AND EXCLUSIVITY

6.1 Assignment. This Agreement is a privilege for the benefit of MAYBA only and may not be assigned in whole or in part by MAYBA to any other person or entity. Both Parties understand that MAYBA use of the Baseball Facilities is prioritized, but not exclusive.

ARTICLE VII. GENERAL PROVISIONS

7.1 Interpretation and Place of Performance. This Agreement shall be enforceable and construed under the substantive laws of the State of Minnesota, shall be performed in Blue Earth County, Minnesota, and venue for any action brought to interpret or enforce this Agreement shall lie in Blue Earth County, Minnesota.

7.2 Partial Invalidity. If any one or more of the provisions contained in this Agreement shall for any reason be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision herein, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been

EXECUTED this 30th day of June, 2017.

CITY:

CITY OF EAGLE LAKE, MINNESOTA

By: Brad

Name: Brian Anderson

Title: Mayor

ATTEST:

By: Brad Potter

Name: Brad Potter

Title: City Administrator

MAYBA:

MANKATO AREA YOUTH BASEBALL ASSOCIATION

By: John Clifford

Name: John Clifford

Title: President

ATTEST:

By: Alan Kiefer

Name: Alan Kiefer

Title: General Manager



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Letter from LeRay Township and Detachment Request

Attached is the letter that was received from LeRay Township requesting that the detachment process be started for the parcels annexed into City limits for the Mankato Motorsports Park project. The letter was reviewed at the November 7th City Council meeting. Legal counsel advised tabling the matter until the December 5th meeting, at which time it was anticipated that the EIS need decision for the project would be made. The matter was tabled until tonight's meeting.

For reference purposes, also attached is a copy of the Joint Resolution between the City of Eagle Lake and LeRay Township for the Orderly Annexation of those parcels. Included in the resolution is a reversion clause stating that should the property not be developed and retain its rural character, thirty-six months after the execution of this agreement, the property shall revert back to the township with the parties agreeing to follow the detachment process as outlined in Minnesota Statutes Section 414.06. The agreement was signed by LeRay Township on October 8, 2019.

If the city and township do a joint resolution to detach the property AND a petition/request is received from ALL of the property owners, then no mediation/hearing is required.

If the city and township do a joint resolution to detach the property and NO petition/request is received from ALL of the property owners, then a hearing will be scheduled and mediation is required. While it is not possible to know the exact cost at this time associated with mediation and a hearing, City staff has been advised to expect the process could cost around \$10,000.

Discussion should ensue.

If the City Council wishes to detach the property, then a motion is necessary to adopt a resolution for detachment of the land that was annexed into Eagle Lake city limits for the Mankato Motorsports Park project pursuant to Minnesota Statutes 414.06.


Jennifer J. Bromeland
City Administrator

LeRay Township

Ann Arndt, Clerk
20598 631st Ave.
Janesville, MN 56048
(507)420-7955
lcrnytownship@gmail.com

September 27, 2022

City of Eagle Lake
Jennifer Bromeland
705 Parkway Ave.
Eagle Lake, MN 56024

Dear Jennifer,

The board of LeRay Township would like to start the detachment process as outlined in Minnesota Statute Section 414.06 regarding Joint Resolution, LeRay Township 2019-1 and City of Eagle Lake Resolution 2019-25, as shown in Number 9 of Resolution.

The property has not been developed in the thirty-six months outlined in Number 9 of the resolution and the Township would like to take back the property shown in the legal description attached to the Resolution

Sincerely,



LeRay Township Clerk
Ann Arndt

Supervisors: Kurt Anderson (507)381-9537 / Phyllis Daschner (507)382-3967/Craig Carstensen (810) 449-6405

LeRay Township Resolution 2019- /
City of Eagle Lake Resolution 2019-25

JOINT RESOLUTION FOR DESIGNATION OF AN AREA IN NEED OF
ORDERLY ANNEXATION FROM LERAY TOWNSHIP TO THE CITY OF
EAGLE LAKE AND FOR A DESIGNATION OF AN AREA FOR
IMMEDIATE ANNEXATION PURSUANT TO MINNESOTA STATUTES
SECTION 414.0325

WHEREAS, the City of Eagle Lake (hereinafter the "City") and LeRay Township (hereinafter "Township") deem it necessary and appropriate that they work together to develop and implement a process for the orderly and controlled growth of the City and Township; and

WHEREAS, the City and Township agree that municipal governments must efficiently provide governmental services in areas that are developed for residential, commercial, industrial and governmental purposes; and

WHEREAS, a joint notice of intent to designate the area for annexation was published on July 20, 2019;

WHEREAS, the Board of Supervisors of LeRay Township passed this resolution on October 8, 2019;

WHEREAS, the City of Eagle Lake passed this resolution on September 9 2019;

WHEREAS, the Township and City are in agreement as to approving the designation for orderly annexation and request immediate annexation to the City of Eagle Lake, certain land legally described in the attached Exhibit A and graphically described on Exhibit B (hereinafter the "Orderly Annexation Area" or "OAA") in accordance with the same terms set forth herein; and

WHEREAS, Minnesota Statute Section 414.0325 provides a procedure whereby the City of Eagle Lake and LeRay Township may agree on a process of orderly annexation of a designated area; and

WHEREAS, the parties agree that should the developer determine that it will not improve the property, or pay for the full costs of the improvement, and the property has not changed its current character, then the parties agree that they will cooperate with a detachment of the property from the City of Eagle Lake pursuant to Minnesota Statute Section 414.06; and

WHEREAS, the City of Eagle Lake and LeRay Township have agreed to all terms and conditions for the annexation of the Property and the signatories hereto agree that no alteration of the designated area is appropriate and no consideration by the Chief Administrative Law Judge is necessary. The Chief Administrative Law Judge may review and comment, but shall within thirty (30) day, order the annexation in accordance with the terms of the resolution.

NOW THEREFORE, BE IT RESOLVED, jointly by the City Council of the City of Eagle Lake and the Township Board of LeRay Township as follows:

1. **Designation of Orderly Annexation Areas.** The City and Township here designate the following areas as in need of orderly annexation pursuant to Minnesota Statutes, Section 414.0325: See Exhibit A and Exhibit B attached and incorporated herein. The parties agree that this property shall be immediately annexed.

2. **Acreage/Population/Zoning.** The immediate annexation property consists of approximately 220 acres, the population is 2, upon annexation the Property shall be zoned as follows:

Any land annexed to the City of Eagle Lake in the future shall be placed in the A-1, Agricultural District, until placed in another district by action of the City Council after recommendation of the Planning Commission. Once developed, the land will be zoned for mixed use development.

3. **Jurisdiction.** The Township and the City, by submission of this joint resolution to the Municipal Boundary Adjustment Unit of the Office of Administrative Hearings, confers jurisdiction upon the Chief Administrative Law Judge as to accomplish annexation of the Immediate Annexation Property in accordance with the terms of this resolution.

4. **Municipal Reimbursement.** The City and the Township agree pursuant to Minnesota Statute Section 414.036, reimbursement from the City to the Township shall occur for the taxes collected on land annexed into the City, according to the following schedules and thereafter all tax revenues will be the property of the City. All percentages are to be multiplied by the Township's share of property taxes from such annexed property in the year in which such property is annexed:

Property Tax payments to Township:

2019 \$3,655.89

2020 \$3,655.89

2021	\$3,655.89
2022	\$3,655.89
2023	\$3,655.89
2024	\$3,655.89
2025	\$3,655.89
2026	\$3,655.89
2027	\$3,655.89
2028	\$3,655.89
2029	\$3,290.30
2030	\$2,924.71
2031	\$2,559.12
2032	\$2,193.53
2033	\$1,827.95
2034	\$1,462.36
2035	\$1,096.77
2036	\$731.18
2037	\$365.59
2038 and onward	\$0.00

That the City shall make three annual payments for the amounts due in 2019, 2020 and 2021. In 2022 the remaining payments will be paid to the Township.

The first three payments once they have been paid shall be the property of the Township.

5. **Township Road.** The proposed property is accessed through a road owned by the Township and described in Exhibit C. The City agrees to maintain the Township road described in Exhibit C as long as the property described in Exhibits A and B remain in the City. Should the property revert back to the Township the road will be the responsibility of the Township. The City will return the road in the same condition that it is currently in.

6. **Review and Comment.** The City and the Township agree that upon the receipt of this resolution passed and adopted by each party, the Chief Administrative Law Judge may review and comment, but shall within thirty (30) days, order the immediate annexation of the immediate annexation area in accordance with the terms of this resolution.

7. **Provision of Utilities to Annexed Properties.** In the event that the City provides municipal sewer service to any rural residential zoned properties annexed under the terms of this agreement, the City shall not require any such property to connect to the municipal sewer system for a period of seven years from the date of the most recent septic certification provided that the system does not fail in that seven year time period.

8. **Building Inspection.** Upon annexation of the orderly annexation property described in Exhibit A and B, all new building permits shall be issued and

administered by the City. All building permits already issued by the effective date of this agreement shall continue to be administered by the Township, until a certificate of occupancy is issued. The Township shall provide building permits and site plans for annexed properties to the City.

9. Reversion. Should the property not be developed and retains its rural character, thirty-six months after the execution of this agreement the property shall revert to back to the Township. The parties agree to follow the detachment process as outlined in Minnesota Statute Section 414.06.

Adopted by affirmative vote of all of the members of the LeRay Township Board of Supervisors this 8 day of October, 2019

LERAY TOWNSHIP

By: Paul Baer
Chairperson
Board of Supervisors

By: Ken M. Mundt
Township Clerk

CITY OF EAGLE LAKE

Adopted by affirmation vote of all of the member of the City Council of Eagle Lake this 9 day of September, 2019.

By: Tim Auringer
Tim Auringer, Mayor

By: Jennifer Bromeland
Jennifer Bromeland, City Administrator

Exhibit A
to
LeRay Township Resolution 2019-1
City of Eagle Lake Resolution 2019-25

Legal Descriptions

Parcel No. R12.10.07.326.003 (C L Dauk Family LLP – 23.70 acres) and Parcel No. R39.10.07.400.010 (C L Dauk Family LLP – 134.39 acres);

E 1/2 SE 1/4 and SW 1/4 SE 1/4 and Government Lot Number 3 and the E 1/2 of Government Lot Number 4, all in Sec. 7-108-25.

Except the following tracts:

1. That part of the Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) of Section Seven (7), Township One Hundred Eight (108) North, Range Twenty-five (25) West, Blue Earth County, Minnesota, described as follows, to-wit: Commencing at the Southwest corner of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4), thence East along the South line of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) a distance of 707.63 feet to the intersection of Blue Earth County Road No. 17 and the centerline of the driveway, bearing North, which provides access to the parcel or real estate herein described, thence North along the centerline of said driveway a distance of 355 feet to the true point of beginning; thence East along a line parallel with the South line of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) a distance of 169 feet, thence North along a line parallel with the West line of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) a distance of 280 feet, thence West along a line parallel with the South line of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) a distance of 260 feet, thence South along a line parallel with the West line of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) a distance of 280 feet, thence East along a line parallel with the South line of said Southwest Quarter (SW1/4) of the Southeast Quarter (SE1/4) a distance of 91 feet, more or less, to the point of beginning, and including an easement to the grantees across the existing driveway for ingress to and egress from the above described tract of land.
2. A tract of land located in the Southeast Quarter of Section 7-108-25, described as follows: Commencing at the Northeast corner of the Southeast Quarter of Section 7-108-25, thence Westerly along the Northerly line of said Southeast Quarter 580 feet, thence Southerly and parallel with the Easterly line of said Southeast Quarter 65 feet to the point of beginning of the parcel to be described; thence continuing South, parallel with the East line of said Southeast Quarter 446 feet, thence West 487 feet, thence North 446 feet, thence East 487 feet to the point of beginning, containing 5 acres of land more or less. Together with a permanent access easement for driveway purposes from County Road No. 27, running thence Westerly to the parcel of land described herein.
3. Part of the East Half of Government Lot 4 and part of the Southwest Quarter of the Southeast Quarter all in Section 7, Township 108 North, Range 25 West, Blue Earth

County, Minnesota, described as: Beginning at the Southeast corner of Government Lot 4; thence South 89 degrees 59 minutes 32 seconds West (assumed bearing) on the South line of Government Lot 4, a distance of 656.45 feet to the Southwest corner of the East Half of Government Lot 4; thence North 00 degrees 04 minutes 14 seconds West on the West line of the East Half of Government Lot 4, a distance of 602.99 feet to the centerline of a 15 foot wide waterway; thence North 55 degrees 44 minutes 19 seconds East on the centerline of said 15 foot waterway, 94.00 feet to the centerline of a 25 foot wide waterway; thence South 80 degrees 01 minutes 41 seconds East, on said centerline, 175.00 feet; thence South 74 degrees 23 minutes 16 seconds East, on said centerline, 217.00 feet; thence South 71 degrees 32 minutes 55 seconds East, on said centerline, 96.00 feet; thence South 62 degrees 42 minutes 36 seconds East, on said centerline, 76.00 feet; thence South 41 degrees 44 minutes 00 seconds East, on said centerline, 64.00 feet; thence South 21 degrees 02 minutes 50 seconds East, on said centerline, 60.00 feet; thence South 02 degrees 54 minutes 11 seconds East, on said centerline, 99.00 feet; thence South 00 degrees 14 minutes 08 seconds West, on said centerline, 120.00 feet; thence South 03 degrees 00 minutes 05 seconds East, on said centerline, 179.52 feet to a point on the South line of the Southeast Quarter of Section 7; thence North 89 degrees 58 minutes 17 seconds West, on said South line, 38.52 feet to the point of beginning. Contains 9.21 acres of land being subject to right-of-way for LeRay Avenue across the southerly boundary and is also subject to and together with any and all easements of record.

4. That part of the Southwest Quarter of the Southeast quarter, Section 7, Township 108 North, Range 25 West described as follows;

Commencing at the southwest corner of said Southwest Quarter of the Southeast Quarter; thence South 89 degrees 58 minutes 17 seconds East, assumed bearing, along the south line of said Southwest Quarter of the Southeast Quarter, 62.56 feet to the point of beginning; thence continuing South 89 degrees 58 minutes 17 seconds East, 502.08 feet to a southerly right of way line of Trunk Highway Number 14; thence North 00 degrees 03 minutes 04 seconds East, along said right of way, 61.58 feet to a point on a 511.37 foot radius curve to the left, having a central angle of 24 degrees 21 minutes 23 seconds and a 215.75 foot chord which bears North 77 degrees 52 minutes 20 seconds East; thence on said curve, also being along said right of way, 217.39 feet; thence North 06 degrees 01 minutes 12 seconds East, along said right of way, 117.38 feet; thence North 48 degrees 02 minutes 38 seconds West, along said right of way, 31.60 feet to the point of curvature of a 2446.48 foot radius curve to the left, having a central angle of 19 degrees, 42 minutes, 18 seconds; thence on the curve, along said right of way, a distance of 841.36 feet; thence South 00 degrees 14 minutes 08 seconds West, 509.61 feet; thence South 03 degrees 00 minutes 05 seconds East, 180.11 feet to the point of beginning. Said parcel's southerly boundary is subject to and together with a roadway easement for County State Aid Highway Number 17 and is subject to and together with any and all other easements of record. Said parcel contains 7.8 acres of land more or less.

5. U.S. Trunk Highway #14.

Exhibit A (Continued)
to
LeRay Township Resolution 2019-1
City of Eagle Lake Resolution 2019-25

Legal Descriptions

Parcel No. R39.10.07.400.005 (James and Darlene Dauk – 0.11 acres):

That part of the Southeast Quarter (SE1/4) of Section Seven (7), Township One Hundred Eight (108) North, Range Twenty-five (25) West, described as:

Commencing at the Southwest corner of the Southeast Quarter (SE1/4) of Section Seven (7);

thence North 90 degrees 00 minutes 00 seconds East, assumed bearing, along the South line of Section Seven (7), a distance of 707.63 feet;

thence North 0 degrees 00 minutes 00 seconds East 354.55 feet to the point of beginning;

thence North 00 degrees 00 minutes 00 seconds East 169.03 feet;

thence North 90 degrees 00 minutes 00 seconds East 280 feet;

thence South 00 degrees 00 minutes 00 seconds West 260.03 feet;

thence South 90 degrees 00 minutes 00 seconds West 280 feet;

thence North 00 degrees 00 minutes 00 seconds East 91 feet, to the point of beginning

EXCEPTING THEREFROM, 1.56 acres pursuant to Minnesota Department of Transportation Right of Way Plat No. 07-46, according to the plat thereof on file and of record with the Blue Earth County Recorder.

Exhibit A (Continued)
to
LeRay Township Resolution 2019-1
City of Eagle Lake Resolution 2019-25

Legal Descriptions

Parcel No. R39.10.07.400.006 (James and Darlene Dauk - 5 acres):

A tract of land located in the Southeast Quarter of Section 7-108-25, described as follows: Commencing at the Northeast corner of the Southeast Quarter of Section 7-108-25, thence Westerly along the Northerly line of said Southeast Quarter 580 feet, thence Southerly and parallel with the Easterly line of said Southeast Quarter 65 feet to the point of beginning of the parcel to be described; thence continuing South, parallel with the East line of said Southeast Quarter 446 feet, thence West 487 feet, thence North 446 feet, thence East 487 feet to the point of beginning, containing 5 acres of land more or less. Together with a permanent access easement for driveway purposes from County Road No. 27, running thence Westerly to the parcel of land described herein.

Exhibit A (Continued)

to

LeRay Township Resolution 2019-1
City of Eagle Lake Resolution 2019-25

Legal Descriptions

Parcel No. R39.10.07.200.003 (Kopacheck - 92.25 acres less 12 acres):

The Southeast Quarter of the Northeast Quarter (SE1/4 of NE1/4) and Government Lot 2, all in Section Seven (7), Township One Hundred Eight (108), Range Twenty-five (25), containing 92.25 acres, Blue Earth County, Minnesota.

LESS:

That part of Government Lot 2, Section 7, Township 108 North Range 25 West, Blue Earth County, Minnesota, described as:

Commencing at the East Quarter corner of said Section 7; thence North 00 degrees 40 minutes 01 seconds West, (Minnesota County Coordinate System – Blue Earth County Zone – HARNNAD83 – 1996), along the east line of the Northeast Quarter of said Section 7, a distance of 1316.22 feet to the northeast corner of the Southeast Quarter of the Northeast Quarter of said Section 7; thence South 89 degrees 48 minutes 59 seconds West, along the north line of the Southeast Quarter of the Northeast Quarter of said Section 7 and along the north line of said Government Lot 2, a distance of 2154.83 feet to the southeasterly corner of Schneider Second Subdivision, according to the plat thereof on file and of record with the Blue Earth County Recorder; thence continuing South 89 degrees 48 minutes 59 seconds West, along the south line of said Schneider Second Subdivision, a distance of 25.69 feet to the point of beginning; thence South 35 degrees 19 minutes 33 seconds West, a distance of 1615.37 feet to a point on the south line of said Government Lot 2; thence South 89 degrees 50 minutes 20 seconds West, along said south line, a distance of 90 feet, more or less, to the point of intersection with the easterly water's edge of Eagle Lake; thence northerly, along said water's edge, 1600 feet, more or less, to the point of intersection with the south line of said Schneider Second Subdivision; thence North 89 degrees 48 minutes 59 seconds East, a distance of 810 feet, more or less, to the point of beginning. Containing 12 acres, more or less.



BRADFORD DEVELOPMENT

Mankato Motorsports Park

Bradford Development

Project Parcels to be Annexed

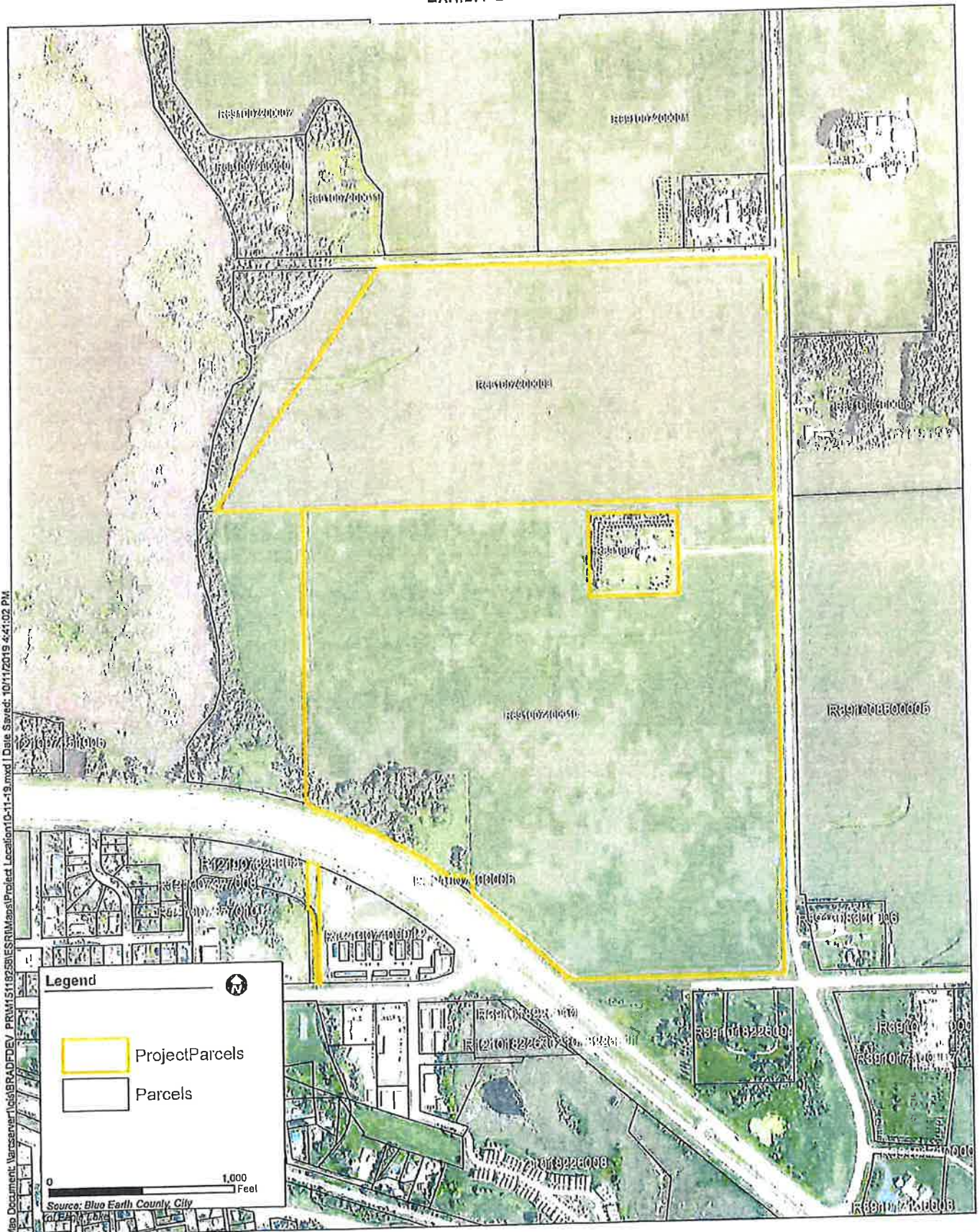
October 2019



BOLTON & MENK

Real People. Real Solutions.

EXHIBIT B



209

EXHIBIT C



- Legend
- Parcel Point Urban
 - Centroid
 - Non Centroid
 - Cartography Urban
 - Lot Dim Carto 100
 - Lot Number Carto 100
 - Parcel Acreage Carto 100
 - Parcel Dim Carto 100
 - Parcel Owner Hool 100
 - Railroad Name Carto 100
 - Road Name Carto 100
 - Sub Blk Number Carto 100
 - Cadastral Line
 - <all other values>
 - Corp Line
 - Geo Twp Line
 - Lot Line
 - Mon Linear
 - Parcel Line
 - Pol Twp Line
 - Railroad ROW
 - Road ROW
 - Section Line
 - Sub Line 100
 - Sub Line 400
 - Water Line
 - Parcel Links

RELEVANT LINKS:

None of these characteristics exist in cities that have been separated from the town for governmental purposes.

There are two methods of separating cities from towns for election and assessment purposes. One is by action of the city, with or without notice to the town. The other is by petition of town or city voters, or both, to the town board for a vote on the proposal at the next annual town meeting. Either of these methods may be used, but they may not be used concurrently.

Minn. Stat. § 412.081 subd.2.

Cities may separate from their respective towns for election and assessment purposes by getting the approval of their voters with a ballot question at a general or special election. The question of separation can be brought to the voters either by the council's own motion, or by a petition signed by a number of voters equal to 25 percent of those voting in the last preceding city election. If the voters favor separation, the city clerk must notify the county auditor and the secretary of state. The separation then takes effect 30 days after the date of the election.

Minn. Stat. § 365.44.

Some towns may take the initiative in separating from the city. At least 50 voters of the town must sign a petition requesting an election on the question and file it with the town clerk. The clerk must insert a statement in the notice calling the next annual town meeting indicating the separation proposal will be before the voters at the meeting.

If a majority of the votes cast at that meeting favor separation, the town is separated from the city for all purposes. Although both town and city residents may sign the original petition, only town voters may participate in the election. The town clerk should notify the county auditor, secretary of state, and state auditor of the change in status of the city.

This procedure is the only method a town may use to separate itself from a city. The county board has no power to separate governmental units.

VI. Detachment

Minn. Stat. § 414.06.

The only way to detach land that is already part of a city (remove it from the city boundaries) is with the approval of the Municipal Boundary Adjustment Unit. To qualify, the land must be adjacent to the city's boundaries, rural in character, and not developed for urban-residential, commercial or industrial purposes.

The following procedures govern the process of detaching land:

Minn. Stat. § 414.06, subd. 1.

The Municipal Boundary Adjustments Unit must receive a petition requesting the detachment. The petition may be initiated by council resolution or by the owners of the land to be detached.

RELEVANT LINKS:

Minn. Stat. § 414.06, subd. 1.

If the land constitutes less than 40 acres, all property owners must sign the petition. If the land is more than 40 acres, the signatures of 75 percent of the owners are sufficient. The petition must describe the boundaries of the land, the resident population, the number and character of any buildings on the land, and any city improvements to the land. The petition must include a statement of the reasons for seeking detachment and a summary of what, if any, efforts were undertaken before filing the resolution or petition to resolve the issues forming the basis for the resolution or petition.

Minn. Stat. § 414.06, subd. 1a.

If a petition is submitted without a resolution from the city, the petitioners shall also provide a copy of the petition to the city from which the land may be detached, and if the petition includes land for which a property owner has not signed the petition, to each property owner subject to the petition who has not signed it. A copy of the petition must also be mailed or otherwise delivered to: (1) the clerk of the town to which the property would be attached if the detachment is granted; (2) the clerk of any other abutting town or city; and (3) the county recorder in the county where the land is located.

After receiving a detachment notice, the town board for the town to which the land is proposed to be attached may submit a resolution stating that the town board supports, opposes, or is neutral to the petition. The failure to submit a resolution before any required hearing must be deemed a position of neutrality.

Minn. Stat. § 414.06, subd. 2.

If the town submits a resolution of support for a petition opposed by the city from which the land is proposed to be detached, or a resolution in opposition to a petition supported by a resolution of the municipality, the town becomes a party to the required hearing.

If both a resolution of support from the city and a petition by all the property owners are submitted, and no resolution of opposition has been received from a town, no hearing is necessary, and the chief administrative law judge shall grant the petition. If both the city and town submit a resolution opposing the petition, a hearing must not be held, and the chief administrative law judge shall deny the petition. In any other case, a hearing shall be held. The chief administrative law judge shall order the parties to participate in a mediation session.

Minn. Stat. § 414.06, subd. 7.

The chief administrative law judge shall divide the costs of the mediation and hearing in an equitable manner, but unless the chief administrative law judge makes specific findings as to why a party shall be responsible for a greater share, the petitioning landowners are responsible for at least 50 percent of the total costs.

RELEVANT LINKS:

Minn. Stat. § 414.06 subd. 3.

After the hearing, the administrative law judge must issue its order. No popular vote is necessary in any detachment proceedings. The Administrative law judge may grant the petition if it finds:

- The conditions set forth in the petition exist.
- The detachment would not affect the symmetry of the detaching city.
- The land is not needed for reasonably anticipated future development of the detaching city.

The Administrative law judge may decrease the size of the detachment area. It may also relieve the detached area of any city from indebtedness and require the assumption of town indebtedness in such proportions as it deems equitable. The detached land then becomes a part of the town in which it is located.

The Administrative law judge may deny the detachment if it finds the remainder of the city cannot continue to carry on the functions of government without undue hardship.

VII. Concurrent detachment and annexation

Property in one city that is contiguous or bordering upon another city may be concurrently detached and annexed by the adjoining city. There are three ways to initiate the procedure:

- By the concurrent resolutions of the cities.
- By the initiative of the Administrative law judge (if a neighboring city completely surrounds the area).
- By a petition of all property owners in the affected area and the resolution of at least one city.

The Administrative law judge must conduct a hearing and issue an order either approving the concurrent action with or without modifications or denying the detachment and annexation of the property. The alternative-dispute-resolution process authorized by law may also be applied. The order of the Administrative law judge is final, and no subsequent elections are necessary.

VIII. Annexation

Annexation questions pose some of the most difficult and technical policy problems facing municipal officials. Annexations present difficulties because sound, realistic facts and estimates regarding the financial and service implications of a proposed annexation are necessary. Annexation involves important policy questions relating to the welfare of the entire urban community, including both the city and surrounding land.

Minn. Stat. § 414.061, subds. 1, 3.

Minn. Stat. § 414.12, subd. 1.

Minn. Stat. § 414.061, subds. 4, 5.

RESOLUTION OF THE CITY OF EAGLE LAKE
FOR DETACHMENT OF CERTAIN LAND
PURSUANT TO MINNESOTA STATUTES § 414.06

TO: Office of Administrative Hearings
Municipal Boundary Adjustment Unit
P. O. Box 64620
St. Paul, MN 55164-0620

Pursuant to the 2012 amendment to Minn. Stat. § 414.06, the petitioner(s) shall also provide a copy of this petition to:

- 1) the city from which the land may be detached;*
- 2) all property owners who have not signed this petition;*
- 3) the clerk of the town to which the property may be attached if granted;*
- 4) the clerk of any other abutting town or city; and*
- 5) the county recorder in the county in which the land is located.*

The City of Eagle Lake hereby requests by resolution the Office of Administrative Hearings-Municipal Boundary Adjustment Unit to detach certain properties described herein from the City of Eagle Lake and make a part of the Township of LeRay.

1. The property is situated within the City of Eagle Lake, abuts the municipal boundary, and is located in the County of Blue Earth.
The petitioned area abuts on the city's N S E W (circle one) boundary(ies).
2. The property proposed for detachment is rural in character and not developed for urban residential, commercial, or industrial purposes.
3. The reason detachment is requested is _____

4. Summarize what efforts were taken prior to filing this petition to resolve the issues: _____

5. The number of acres in the property proposed for detachment is _____
and is described as follows:

***INSERT THE COMPLETE AND ACCURATE PROPERTY DESCRIPTION.
DO NOT USE DESCRIPTIONS FROM PROPERTY TAX STATEMENTS.***

6. The number and character of buildings on said property is _____

7. The number of residents in the area proposed for detachment is _____
(The number of residents is not necessarily the same as number of owners.)

8. Public improvements on said property are _____

Date: _____

Mayor

City Administrator



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Mankato Motorsports Park Project

The public comment period for the Supplemental Environmental Assessment Worksheet (EAW) for the Mankato Motorsports Park Project began on September 20th and ended on October 20th. Following the public comment period, the decision on the need for an EIS is made within 30 days of the close of the comment period. If the RGU determines there is insufficient information, the EIS need decision is postponed for up to 30 days. The RGU provides written notice to affected parties.

An EAW is a brief document designed to lay out the basic facts of a project necessary to determine if an environmental impact statement (EIS) is required for the proposed project. In addition to the legal purpose of the EAW in determining the need for an EIS, the EAW also provides permit information, informs the public about the project, and helps identify ways to protect the environment. The EAW is not meant to approve or deny a project, but instead act as a source of information to guide other approvals and permitting decisions.

A motion was made and passed at the November 7th City Council meeting to declare insufficient information and postpone the EIS need decision until tonight’s meeting. Written notice, a copy of which is attached, was provided to affected parties. The City Council requested responses to all substantive comments submitted during the public comment period.

DECISION ON NEED FOR EIS. The RGU’s decision shall be either a negative declaration or a positive declaration. A negative declaration means that an EIS shall not be ordered. An EIS shall be ordered for projects that have the potential for significant environmental effects. The decision shall be based on the information gathered during the EAW process and the comments received on the EAW. In deciding whether a project has the potential for significant environmental effects, the RGU shall compare the impacts that may be reasonably expected to occur from the project with the criteria in Subpart 7 of Minnesota Rules 4410.1700, an excerpt of which is listed below.

*Subp. 7. **Criteria.** In deciding whether a project has the potential for significant environmental effects, the following factors shall be considered:*

- A. type, extent, and reversibility of environmental effects;*
- B. cumulative potential effects. The RGU shall consider the following factors: whether the cumulative potential effect is significant; whether the contribution from the project is significant*

when viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proposer to minimize the contributions from the project;

C. the extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority. The RGU may rely only on mitigation measures that are specific and that can be reasonably expected to effectively mitigate the identified environmental impacts of the project; and

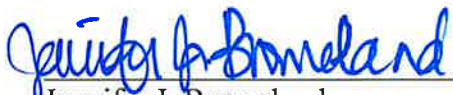
D. the extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs.

A mandatory EIS shall be prepared for any project that meets or exceeds the thresholds of any of the EIS categories listed in part 4410.4400. With the project at hand, it does not appear that a mandatory EIS is required. A discretionary EIS shall be prepared when the EAW determines that based on the EAW and any comments or additional information received during the EAW comment period that the proposed project has the potential for significant environmental effects or when both the RGU and project proposer agree that an EIS should be prepared.

Attached is a "Findings of Fact and Conclusions" document, which includes responses to all substantive comments. Substantive comments are comments that "address the accuracy and completeness of the materials contained in the EAW, potential impacts that may warrant further investigation before the project is commenced, and the need for an Environmental Impact Statement (EIS) on the proposed project."

The project proposer, Bradford Development, and a representative from his team will be at the meeting to answer questions.

Discussion should ensue and a motion made to adopt a resolution issuing either a negative declaration or a positive declaration on the decision on need for EIS.



Jennifer J. Bromeland
City Administrator



November 8, 2022

RE: Decision on Need for EIS for Mankato Motorsports Park Project

To Whom It May Concern:

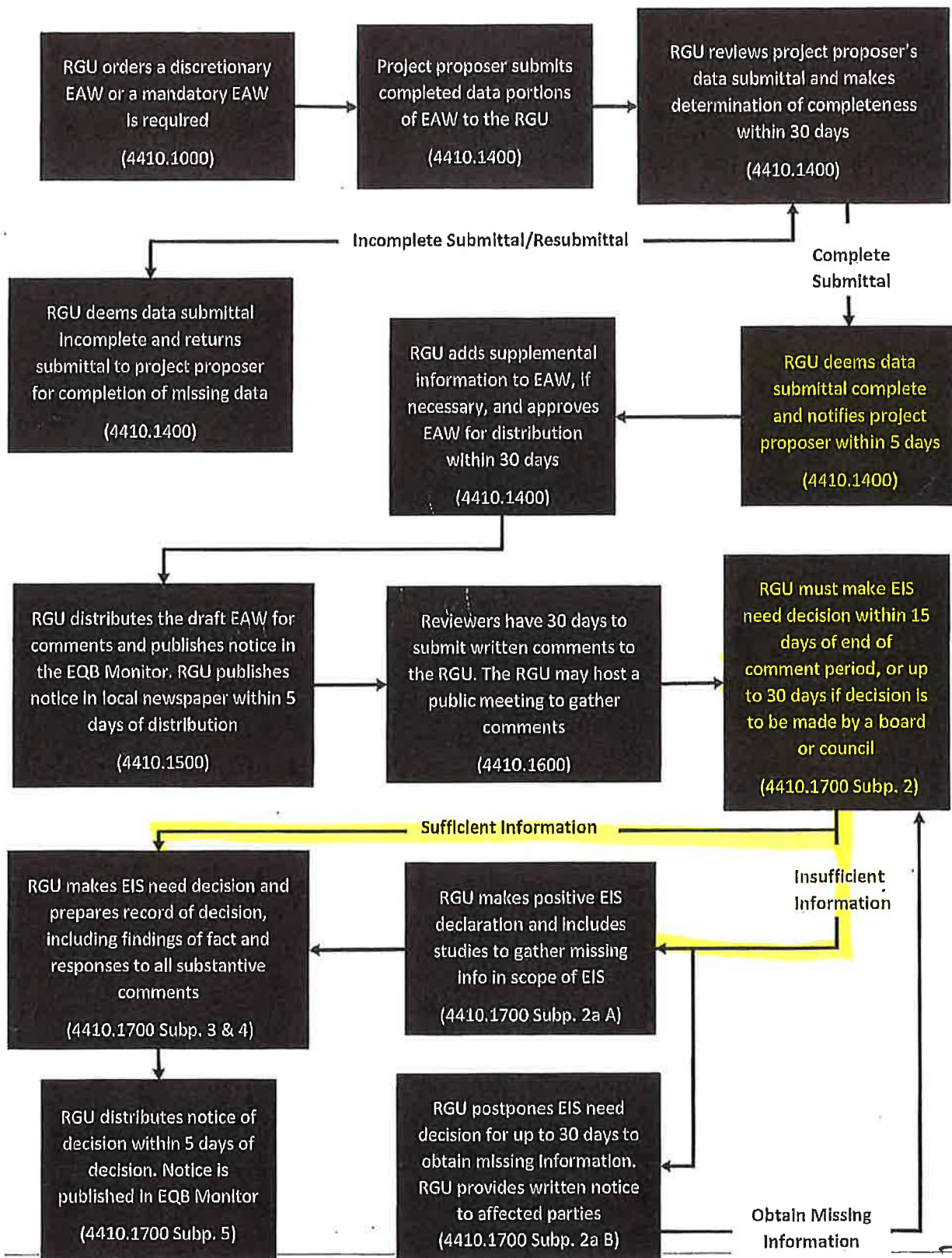
The public comment period of the Supplemental Environmental Assessment Worksheet (EAW) for the Mankato Motorsports Park Project began on September 20, 2022 and ended on October 20, 2022.

The Eagle Lake City Council as the RGU declared at their November 7, 2022 meeting that they are postponing the decision on the need for an EIS until their December 5, 2022 City Council meeting at which time they anticipate that more information from the project proposer will be available for them to be able to make a reasoned decision. The City Council wants the project proposer to provide a response to all substantive comments which they have not yet provided.

Sincerely,

Jennifer J. Bromeland
City Administrator

cc: Eagle Lake Mayor and City Council



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4410.1700 DECISION ON NEED FOR EIS.

Subpart 1. **Standard for decision on need for EIS.** An EIS shall be ordered for projects that have the potential for significant environmental effects.

Subp. 2. **Decision-making process.** The decision on the need for an EIS shall be made in compliance with one of the following time schedules:

A. if the decision is to be made by a board, council, or other body which meets only on a periodic basis, the decision shall be made between three and 30 days after the close of the review period; or

B. for all other RGU's the decision shall be made no later than 15 days after the close of the 30-day review period. This 15-day period shall be extended by the EQB chair by no more than 15 additional days upon request of the RGU.

Subp. 2a. **Insufficient information.** If the RGU determines that information necessary to a reasoned decision about the potential for, or significance of, one or more possible environmental impacts is lacking, but could be reasonably obtained, the RGU shall either:

A. make a positive declaration and include within the scope of the EIS appropriate studies to obtain the lacking information; or

B. postpone the decision on the need for an EIS, for not more than 30 days or such other period of time as agreed upon by the RGU and proposer, in order to obtain the lacking information. If the RGU postpones the decision, it shall provide written notice of its action, including a brief description of the lacking information, within five days to the project proposer, the EQB staff, and any person who submitted substantive comments on the EAW.

Subp. 3. **Form and basis for decision.** The RGU's decision shall be either a negative declaration or a positive declaration. The RGU shall base its decision regarding the need for an EIS on the information gathered during the EAW process and the comments received on the EAW.

Subp. 4. **Record of findings supporting decision.** The RGU shall maintain a record, including specific findings of fact, supporting its decision. The record must include specific responses to all substantive and timely comments on the EAW. This record shall either be a separately prepared document or contained within the records of the governmental unit.

Subp. 5. **Distributing decision.** The RGU's decision shall be provided, within five days, to all persons on the EAW distribution list pursuant to part 4410.1500, to all persons that commented in writing during the 30-day review period, and to any person upon written request. All persons who submitted timely and substantive comments on the EAW shall be sent a copy of the RGU's response to those comments prepared under subpart 4. Upon notification, the EQB staff shall publish the RGU's decision in the EQB Monitor.

Subp. 6. **Standard.** In deciding whether a project has the potential for significant environmental effects the RGU shall compare the impacts that may be reasonably expected to occur from the project with the criteria in this part.

Subp. 7. Criteria. In deciding whether a project has the potential for significant environmental effects, the following factors shall be considered:

A. type, extent, and reversibility of environmental effects;

B. cumulative potential effects. The RGU shall consider the following factors: whether the cumulative potential effect is significant; whether the contribution from the project is significant when viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proposer to minimize the contributions from the project;

C. the extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority. The RGU may rely only on mitigation measures that are specific and that can be reasonably expected to effectively mitigate the identified environmental impacts of the project; and

D. the extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs.

Subp. 8. [Repealed, 13 SR 1437]

Subp. 9. **Connected actions and phased actions.** Connected actions and phased actions shall be considered a single project for purposes of the determination of need for an EIS.

Statutory Authority: *MS s 116D.04; 116D.045*

History: *13 SR 1437; 21 SR 1458; 31 SR 539; 34 SR 721*

Published Electronically: *August 20, 2018*

4410.2000 PROJECTS REQUIRING EIS.

Subpart 1. **Purpose of EIS.** The purpose of an EIS is to provide information for governmental units, the proposer of the project, and other persons to evaluate proposed projects which have the potential for significant environmental effects, to consider alternatives to the proposed projects, and to explore methods for reducing adverse environmental effects.

Subp. 2. **Mandatory EIS categories.** An EIS shall be prepared for any project that meets or exceeds the thresholds of any of the EIS categories listed in part 4410.4400.

Subp. 3. **Discretionary EIS.** An EIS shall be prepared:

A. when the RGU determines that, based on the EAW and any comments or additional information received during the EAW comment period, the proposed project has the potential for significant environmental effects; or

B. when the RGU and proposer of the project agree that an EIS should be prepared.

Subp. 4. **Connected actions and phased actions.** Multiple projects and multiple stages of a single project that are connected actions or phased actions must be considered in total when determining the need for an EIS and in preparing the EIS.

In connected actions and phased actions where it is not possible to adequately address all the project components or stages at the time of the initial EIS, a supplemental EIS must be completed before approval and construction of each subsequent project component or stage. The supplemental EIS must address the impacts associated with the particular project component or stage that were not addressed in the initial EIS.

For proposed projects such as highways, streets, pipelines, utility lines, or systems where the proposed project is related to a large existing or planned network, for which a governmental unit has determined environmental review is needed, the RGU shall treat the present proposal as the total proposal or select only some of the future elements for present consideration in the threshold determination and EIS. These selections must be logical in relation to the design of the total system or network and must not be made merely to divide a large system into exempted segments.

When review of the total of a project is separated under this subpart, the components or stages addressed in each EIS or supplement must include at least all components or stages for which permits or approvals are being sought from the RGU or other governmental units.

Subp. 5. **Related actions EIS.** An RGU may prepare a single EIS for independent projects with potential cumulative environmental impacts on the same geographic area if the RGU determines that review can be accomplished in a more effective or efficient manner through a related actions EIS. A project must not be included in a related actions EIS if its inclusion would unreasonably delay review of the project compared to review of the project through an independent EIS.

Statutory Authority: *MS s 116D.04; 116D.045*

History: *13 SR 1437*

Published Electronically: *August 20, 2018*

4410.4400 MANDATORY EIS CATEGORIES.

Subpart 1. **Threshold test.** An EIS must be prepared for projects that meet or exceed the threshold of any of subparts 2 to 25. Multiple projects and multiple stages of a single project that are connected actions or phased actions must be considered in total when comparing the project or projects to the thresholds of this part.

Subp. 2. **Nuclear fuels and nuclear waste.** Items A to E designate the RGU for the type of project listed:

A. For the construction or expansion of a nuclear fuel or nuclear waste processing facility, including fuel fabrication facilities, reprocessing plants, and uranium mills, the DNR is the RGU for uranium mills; otherwise, the PCA is the RGU.

B. For construction of a high level nuclear waste disposal site, the EQB is the RGU.

C. For construction or expansion of an independent spent-fuel storage installation, the Department of Commerce is the RGU.

D. For construction of an away-from-reactor facility for temporary storage of spent nuclear fuel, the PUC is the RGU.

E. For construction of a low level nuclear waste disposal site, the MDH is the RGU.

Subp. 3. **Electric-generating facilities.** For construction of a large electric power generating plant, as defined in Minnesota Statutes, section 216E.01, subdivision 5, the PUC is the RGU. Environmental review must be conducted according to parts 7849.1000 to 7849.2100 and 7850.1000 to 7850.5600.

Subp. 4. **Petroleum refineries.** For construction of a new petroleum refinery facility, the PCA is the RGU.

Subp. 5. **Fuel conversion facilities.** Items A and B designate the RGU for the type of project listed:

A. For construction of a new fuel conversion facility for converting coal, peat, or biomass sources to gaseous, liquid, or solid fuels if the facility has the capacity to use 250,000 dry tons or more per year of input, the PCA is the RGU.

B. For construction of a new or expansion of an existing fuel conversion facility for the production of alcohol fuels that would have or would increase the facility's capacity by 50,000,000 or more gallons per year of alcohol produced if the facility will be in the seven-county Twin Cities metropolitan area or by 125,000,000 or more gallons per year of alcohol produced if the facility will be outside the seven-county Twin Cities metropolitan area, the PCA is the RGU.

C. A mandatory EIS is not required for projects described in Minnesota Statutes, section 116D.04, subdivision 2a, paragraph (c).

Subp. 6. **Transmission lines.** For construction of a high-voltage transmission line and associated facilities, as defined in part 7850.1000, the PUC is the RGU. Environmental review must be conducted according to parts 7849.1000 to 7849.2100 and 7850.1000 to 7850.5600.

Subp. 7. **Underground storage.** Items A and B designate the RGU for the type of project listed:

A. For construction of an underground storage facility for gases or liquids that requires a permit pursuant to Minnesota Statutes, section 103I.681, subdivision 1, paragraph (a), the DNR is the RGU.

B. For construction of an underground storage facility for gases or liquids, using naturally occurring rock materials, that requires a permit pursuant to Minnesota Statutes, section 103I.681, subdivision 1, paragraph (b), the DNR is the RGU.

Subp. 8. **Metallic mineral mining and processing.** Items A to C designate the RGU for the type of project listed:

A. For mineral deposit evaluation involving the extraction of 1,000 tons or more of material that is of interest to the proposer principally due to its radioactive characteristics, the DNR is the RGU.

B. For construction of a new facility for mining metallic minerals or for the disposal of tailings from a metallic mineral mine, the DNR is the RGU.

C. For construction of a new metallic mineral processing facility, the DNR is the RGU.

Subp. 9. **Nonmetallic mineral mining.** Items A to C designate the RGU for the type of project listed:

A. For development of a facility for the extraction or mining of peat which will utilize 320 acres of land or more during its existence, the DNR is the RGU.

B. For development of a facility for the extraction or mining of sand, gravel, stone, or other nonmetallic minerals, other than peat, which will excavate 160 acres of land or more to a mean depth of ten feet or more during its existence, the local governmental unit is the RGU.

C. For development of a facility for the extraction or mining of sand, gravel, stone, or other nonmetallic minerals, other than peat, which will excavate 40 or more acres of forested or other naturally vegetated land in a sensitive shoreland area or 80 or more acres of forested or other naturally vegetated land in a nonsensitive shoreland area, the local governmental unit is the RGU.

Subp. 10. **Paper or pulp processing.** For construction of a new paper or pulp processing mill, the PCA is the RGU.

Subp. 11. **Industrial, commercial, and institutional facilities.** Items A and B designate the RGU for the type of project listed, except as provided in items C and D:

A. For construction of a new or expansion of an existing warehousing or light industrial facility equal to or in excess of the following thresholds, expressed as gross floor space, the local governmental unit is the RGU:

- (1) unincorporated area, 375,000 square feet;
- (2) third or fourth class city, 750,000 square feet;
- (3) second class city, 1,000,000 square feet; and
- (4) first class city, 1,500,000 square feet.

B. For construction of a new or expansion of an existing industrial, commercial, or institutional facility, other than a warehousing or light industrial facility, equal to or in excess of the following thresholds, expressed as gross floor space, the local governmental unit is the RGU:

- (1) unincorporated area, 250,000 square feet;
- (2) third or fourth class city, 500,000 square feet;
- (3) second class city, 750,000 square feet; and
- (4) first class city, 1,000,000 square feet.

C. This subpart applies to any industrial, commercial, or institutional project which includes multiple components, if there are mandatory categories specified in subparts 2 to 10, 12, 13, 15, or 17, or part 4410.4300, subparts 2 to 13, 16, 17, 20, 21, 23, 25, or 29 for two or more of the components, regardless of whether the project in question meets or exceeds any threshold specified in those subparts. In those cases, the entire project must be compared to the thresholds specified in items A and B to determine the need for an EIS. If the project meets or exceeds the thresholds specified in any other subparts as well as those in item A or B, the RGU must be determined as provided in part 4410.0500, subpart 1.

D. This subpart does not apply to projects for which there is a single mandatory category specified in subparts 2 to 10, 12, 13, 17, or 22, or part 4410.4300, subparts 2 to 13, 16, 17, 20, 23, 25, 29, or 34, regardless of whether the project in question meets or exceeds any threshold specified in those subparts. In those cases, the need for an EIS or an EAW must be determined by comparison of the project to the threshold specified in the applicable subpart, and the RGU must be the governmental unit assigned by that subpart.

Subp. 12. **Hazardous waste.** Items A to C designate the RGU for the type of project listed:

A. For construction or expansion of a hazardous waste disposal facility for 1,000 or more kilograms per month, the PCA is the RGU.

B. For the construction or expansion of a hazardous waste disposal facility in a water-related land use management district, or in an area characterized by soluble bedrock, the PCA is the RGU.

C. For construction or expansion of a facility for hazardous waste storage or treatment, if the facility is located in a water-related land use management district or in an area characterized by soluble bedrock, the PCA is the RGU.

Subp. 13. **Solid waste.** Items A to E designate the RGU for the type of project listed:

A. For construction of a mixed municipal solid waste land disposal facility for 100,000 cubic yards or more of waste fill per year, the PCA is the RGU.

B. For construction or expansion of a mixed municipal solid waste land disposal facility in a water-related land use management district or in an area characterized by soluble bedrock, the PCA is the RGU.

C. For construction or expansion of a mixed municipal solid waste energy recovery facility or incinerator or use of an existing facility for the combustion of mixed municipal solid waste or refuse-derived fuel with a permitted capacity of 250 tons or more per day of input, the PCA is the RGU.

D. For construction or expansion of a mixed municipal solid waste compost facility or a refuse-derived fuel production facility when the construction or expansion results in a facility with a permitted capacity of 500 tons or more per day of input, the PCA is the RGU.

E. For expansion by 25 percent or more of previous capacity of a mixed municipal solid waste land disposal facility for 100,000 cubic yards or more of waste fill per year, the PCA is the RGU.

Subp. 14. **Residential development.** An EIS is required for residential development if the total number of units that the proposer may ultimately develop on all contiguous land owned by the proposer or for which the proposer has an option to purchase, except land identified by an applicable comprehensive plan, ordinance, resolution, or agreement of a local governmental unit for a future use other than residential development, equals or exceeds a threshold of this subpart. In counting the total number of ultimate units, the RGU shall include the number of units in any plans of the proposer; for land for which the proposer has not yet prepared plans, the RGU shall use as the number of units the product of the number of acres multiplied by the maximum number of units per acre allowable under the applicable zoning ordinance, or if the maximum number of units allowable per acre is not specified in an applicable zoning ordinance, by the overall average number of units per acre indicated in the plans of the proposer for those lands for which plans exist. If the total project requires review but future phases are uncertain, the RGU may review the ultimate project sequentially in accordance with part 4410.2000, subpart 4.

The RGU may review an initial stage of the project, that may not exceed ten percent of the applicable EIS threshold, by means of the procedures of parts 4410.1200 to 4410.1700 instead of the procedures of parts 4410.2000 to 4410.2800. If the RGU determines that this stage requires preparation of an EIS under part 4410.1700, it may be reviewed through a separate EIS or through an EIS that also covers later stages of the project.

If a project consists of mixed unattached and attached units, an EIS must be prepared if the sum of the quotient obtained by dividing the number of unattached units by the applicable unattached

unit threshold, plus the quotient obtained by dividing the number of attached units by the applicable attached unit threshold, equals or exceeds one.

The local governmental unit is the RGU for construction of a permanent or potentially permanent residential development of:

A. 100 or more unattached or 150 or more attached units in an unsewered unincorporated area or 400 unattached units or 600 attached units in a sewerred unincorporated area;

B. 400 unattached units or 600 attached units in a city that does not meet the conditions of item D;

C. 400 unattached units or 600 attached units in a city meeting the conditions of item D if the project is not consistent with the adopted comprehensive plan; or

D. 1,000 unattached units or 1,500 attached units in a city within the seven-county Twin Cities metropolitan area that has adopted a comprehensive plan under Minnesota Statutes, section 473.859, or in a city not located within the seven-county Twin Cities metropolitan area that has filed with the EQB chair a certification that it has adopted a comprehensive plan containing the following elements:

(1) a land use plan designating the existing and proposed location, intensity, and extent of use of land and water for residential, industrial, agricultural, and other public and private purposes;

(2) a transportation plan describing, designating, and scheduling the location, extent, function, and capacity of existing and proposed local public and private transportation facilities and services;

(3) a sewage collection system policy plan describing, designating, and scheduling the areas to be served by the public system, the existing and planned capacities of the public system, and the standards and conditions under which the installation of private sewage treatment systems will be permitted;

(4) a capital improvements plan for public facilities; and

(5) an implementation plan describing public programs, fiscal devices, and other actions to be undertaken to implement the comprehensive plan, and a description of official controls addressing the matters of zoning, subdivision, private sewage systems, and a schedule for the implementation of the controls. The EQB chair may specify the form to be used for making a certification under this item.

Subp. 14a. Residential development in shoreland outside of the seven-county Twin Cities metropolitan area.

A. The local governmental unit is the RGU for construction of a permanent or potentially permanent residential development located wholly or partially in shoreland outside the seven-county Twin Cities metropolitan area of a type listed in items B to D. For purposes of this subpart, "riparian unit" means a unit in a development that abuts a public water or, in the case of a development where units are not allowed to abut the public water, is located in the first tier of the development as

provided under part 6120.3800, subpart 4, item A. If a project is located partially in a sensitive shoreland area and partially in nonsensitive shoreland areas, an EIS must be prepared if the sum of the quotient obtained by dividing the number of units in the sensitive shoreland area by the applicable sensitive shoreland area threshold, plus the quotient obtained by dividing the number of units in nonsensitive shoreland areas by the applicable nonsensitive shoreland area threshold, equals or exceeds one. If a project is located partially in shoreland and partially not in shoreland, an EIS must be prepared if the sum of the quotients obtained by dividing the number of units in each type of area by the applicable threshold for each area equals or exceeds one.

B. A development containing 50 or more unattached or attached units for a sensitive shoreland area or 100 or more unattached or attached units for a nonsensitive shoreland area, if any of the following conditions is present:

- (1) less than 50 percent of the area in shoreland is common open space;
- (2) the number of riparian units exceeds by at least 15 percent the number of riparian lots that would be allowable calculated according to the applicable lot area and width standards for riparian unsewered single lots under part 6120.3300, subparts 2a and 2b; or
- (3) any portion of the project is in an unincorporated area.

C. A development of 100 or more unattached or attached units for a sensitive shoreland area or 200 or more unattached or attached units for a nonsensitive shoreland area, if none of the conditions listed in item B is present.

D. A development creating 20 or more unattached or attached units for a sensitive shoreland area or 40 or more unattached or attached units for a nonsensitive shoreland area by the conversion of a resort, motel, hotel, recreational vehicle park, or campground, if either of the following conditions is present:

- (1) the number of nonriparian units in shoreland exceeds by at least 15 percent the number of lots that would be allowable on the parcel calculated according to the applicable lot area and width standards for nonriparian unsewered single lots under part 6120.3300, subparts 2a and 2b; or
- (2) the number of riparian units exceeds by at least 15 percent the number of riparian lots that would be allowable calculated according to the applicable lot area and width standards for riparian unsewered single lots under part 6120.3300, subparts 2a and 2b.

E. An EIS is required for residential development if the total number of units that the proposer may ultimately develop on all contiguous land owned by the proposer or for which the proposer has an option to purchase, except land identified by an applicable comprehensive plan, ordinance, resolution, or agreement of a local governmental unit for a future use other than residential development, equals or exceeds a threshold of this subpart. In counting the total number of ultimate units, the RGU shall include the number of units in any plans of the proposer. For land for which the proposer has not yet prepared plans, the RGU shall use as the number of units the number of acres multiplied by the maximum number of units per acre allowable under the applicable zoning ordinance or, if the maximum number of units allowable per acre is not specified in an applicable

zoning ordinance, by the overall average number of units per acre indicated in the plans of the proposer for those lands for which plans exist.

Subp. 15. **Airport runway projects.** For construction of a paved and lighted airport runway of 5,000 feet of length or greater, the DOT or local governmental unit is the RGU.

Subp. 16. **Highway projects.** For construction of a road on a new location which is four or more lanes in width and two or more miles in length, the DOT or local governmental unit is the RGU.

Subp. 17. **Barge fleeting facilities.** For construction of a barge fleeting facility at a new off-channel location that involves the dredging of 1,000 or more cubic yards, the DOT or port authority is the RGU.

Subp. 18. **Water appropriation and impoundments.** For construction of a Class I dam, the DNR is the RGU.

Subp. 19. **Marinas.** For construction of a new or expansion of an existing marina, harbor, or mooring project on a state or federally designated wild and scenic river, the local governmental unit is the RGU.

Subp. 20. **Public waters and public water wetlands.** For projects that will eliminate a public water or public waters wetland, the DNR or the local governmental unit is the RGU.

Subp. 21. **Mixed residential and commercial-industrial projects.** If a project includes both residential and commercial-industrial components, the project must have an EIS prepared if the sum of the quotient obtained by dividing the number of residential units by the applicable residential threshold of subpart 14, plus the quotient obtained by dividing the amount of industrial-commercial gross floor space by the applicable industrial-commercial threshold of subpart 11, equals or exceeds one.

Subp. 22. **Sports or entertainment facilities.** For construction of a new outdoor sports or entertainment facility designed for or expected to accommodate a peak attendance of 20,000 or more persons or a new indoor sports or entertainment facility designed for or expected to accommodate a peak attendance of 30,000 or more persons, or the expansion of an existing facility by these amounts, the local governmental unit is the RGU.

Subp. 23. **Water diversions.** For a diversion of waters of the state to an ultimate location outside the state in an amount equal to or greater than 2,000,000 gallons per day, expressed as a daily average over any 30-day period, the DNR is the RGU.

Subp. 24. **Pipelines.** For routing of a pipeline subject to the full route selection procedures under Minnesota Statutes, section 216G.02, the Public Utilities Commission is the RGU.

Subp. 25. **Incinerating wastes containing PCBs.** For incinerating wastes containing PCBs for which an EIS is required by Minnesota Statutes, section 116.38, subdivision 2, the PCA is the RGU.

Subp. 26. **Resorts, campgrounds, and RV parks in shorelands.** For construction or expansion of a resort or other seasonal or permanent recreational development located wholly or partially in shoreland, accessible by vehicle, adding 100 or more units or sites in a sensitive shoreland area or 200 or more units or sites in a nonsensitive shoreland area, the local governmental unit is the RGU. If a project is located partially in a sensitive shoreland area and partially in nonsensitive shoreland areas, an EIS must be prepared if the sum of the quotient obtained by dividing the number of units in the sensitive shoreland area by the applicable sensitive shoreland area threshold, plus the quotient obtained by dividing the number of units in nonsensitive shoreland areas by the applicable nonsensitive shoreland area threshold, equals or exceeds one. If a project is located partially in shoreland and partially not in shoreland, an EIS must be prepared if the sum of the quotients obtained by dividing the number of units in each type of area by the applicable threshold for each area equals or exceeds one.

Subp. 27. **Land conversion in shorelands.** For a project that permanently converts 40 or more acres of forested or other naturally vegetated land in a sensitive shoreland area or 80 or more acres of forested or other naturally vegetated land in a nonsensitive shoreland area, the local governmental unit is the RGU.

Subp. 28. **Genetically engineered wild rice.** For the release and a permit for a release of genetically engineered wild rice for which an EIS is required by Minnesota Statutes, section 116C.94, subdivision 1, paragraph (b), the EQB is the RGU.

Statutory Authority: *MS s 116C.991; 116D.04; 116D.045; L 2013 c 114 art 4 s 105; L 2015 1Sp4 art 4 s 121; art 5 s 33*

History: *11 SR 714; 13 SR 1437; 13 SR 2046; 21 SR 1458; 28 SR 951; L 2005 c 97 art 3 s 19; 31 SR 539; 34 SR 721; 44 SR 691*

Published Electronically: *January 17, 2020*

**FINDINGS OF FACT
and
CONCLUSIONS**

**Mankato Motorsports Park,
CITY OF EAGLE LAKE, MINNESOTA**

Responsible Government Unit:

City of Eagle Lake, Minnesota

Contact Person:

Jennifer Bromeland, City Administrator
705 Parkway Avenue, P.O. Box 159
Eagle Lake, MN 56024
507-257-3218
jbromeland@eaglelakemn.com

Proposer:

Bradford Development

Contact Person:

Brad Bass, President
501 N. Riverfront Drive
Mankato, MN 56001
507-388-0644
autumn@hickorytech.net

December 2022

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I. STATEMENT OF ISSUE

The proposed Mankato Motorsports Park will convert approximately 230 acres of agricultural land to a 3-mile track for high-performance vehicles. The Mankato Motorsports Park will construct a bituminous track with concrete edging, run-off areas, sound walls, and berms. Other construction includes car condos, a track clubhouse, and associated bituminous parking lots.

Preparation of an Environmental Assessment Worksheet (EAW) is considered mandatory under Minnesota Rules 4410.4300. Bradford Development is the project proposer, and the City of Eagle Lake is the Responsible Governmental Unit (RGU) for this project, as per Minnesota Rules 4410.4300, Subpart 36.

The City of Eagle Lake's decision in this matter shall be either a negative or positive declaration on the need for an Environmental Impact Statement (EIS). The City must order the preparation of an EIS for the project if it determines that the project has the potential for significant environmental effects.

Based upon information in the record, which is comprised of the Supplemental EAW for the Proposed Project, the issues raised during the public comment period, the responses to the comments, and other supporting documents, the City makes the following Findings of Fact and Conclusions:

II. ADMINISTRATIVE BACKGROUND

Bradford Development is the proposer for the Mankato Motorsports Park. The RGU is the City of Eagle Lake. A Supplemental EAW was prepared for this project as part of the Minnesota Environmental Policy Act (MEPA) to fulfill requirements M.S. 116D and Minnesota Rules Chapter 4410. The Supplemental EAW is used to provide sufficient environmental documentation for the RGU to base a determination of need for a state EIS or that a Negative Declaration is appropriate.

The Supplemental EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review to the required EQB Distribution List. A "notice of availability" was published in the EQB Monitor on September 20, 2022. **Appendix A** contains a copy of the EQB Monitor listing for the project and members on the EAW Distribution List. A press release was distributed to the Mankato Free Press on September 20, 2022 (see **Appendix A**).

The Supplemental EAW was posted on the City of Eagle Lake's website at:

[https://eaglelakemn.com/application/files/1016/6272/8810/MMS Supplemental EAW August 2022.pdf](https://eaglelakemn.com/application/files/1016/6272/8810/MMS_Supplemental_EAW_August_2022.pdf). The Supplemental EAW was also made available for public review at the Eagle Lake City Hall (Eagle Lake, MN), Blue Earth County Library (Mankato, MN), and the Environmental Conservation Library (Hennepin County Library, Minneapolis Central, Government Documents, Minneapolis, MN). Comments were formally received through October 20, 2022.

124 written comments and letters were received during the EAW comment period. All comments received during the EAW comment period were considered in determining the potential for significant environmental impacts. Comments received during the comment period are provided in **Appendix B** along with a table of responses to those comments.

III. FINDINGS OF FACT

A. Project Description

Information provided in this Supplement EAW is in response to the Appellate Court document, attached in Appendix A of the Supplemental EAW document.

The improvements in this Supplemental EAW include the construction of Mankato Motorsports Park. The development includes several elements, including the driving track that will be approximately 3-miles in length. Along with the track, a track clubhouse, multi-unit car condo buildings, and potential commercial development are to be constructed. The car condo buildings are multi-unit condos containing individual units, including a garage unit and storage areas. All structures, other than car condo buildings, have associated parking lots. Access to the site will be facilitated from a connection to 216th Street/CSAH 27. The complex entrance will require the construction of an access road, continuing along 216th Street which currently extends approximately 580 feet west from the intersection with CSAH 27/CR 17. Please see Figure 1 and 2, Appendix B of the Supplemental EAW document.

B. Corrections to the EAW or Changes in the Project since the EAW was Published

No corrections or changes to the environmental documentation have been made since the publication of the Supplemental EAW on September 20, 2022.

C. Agency and Public Comments on the EAW and Responses

124 written comments and letters on the Mankato Motorsports Park Supplemental EAW were received from the Minnesota Department of Transportation, the U.S. Army Corps of Engineers, the Minnesota Department of Natural Resources and 12 private individuals. These are provided in **Appendix B – Agency and Public Comments**. Additionally, these Supplemental EAW comments and responses from the Project Proposer is found in **Appendix B, Table 1 – “Mankato Motorsports Park Supplemental EAW – Comments Received and Responses.”**

IV. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT

Minnesota Rule 4410.1700 provides that an environmental impact statement shall be ordered for projects that have the potential for significant environmental effects. In deciding whether a project has the potential for significant environmental effects, the following factors shall be considered:

A. Type, extent, and reversibility of environmental impacts

The City of Eagle Lake finds that the analysis completed for the Supplemental EAW is adequate to determine whether the project has the potential for significant environmental effects.

The Supplemental EAW described the type and extent of impacts to the natural and built environment anticipated to result from the proposed project. This document provides any corrections, changes, and new information since the EAW was published. The proposed design for the project includes features to mitigate the identified impacts.

B. Cumulative potential effects of related or anticipated future projects

Cumulative effects are potential impacts placed within the context of the impacts caused by other projects. Those impacts may or may not result from the same or similar type of project.

The project being proposed and evaluated through the EAW and this Supplemental EAW will be constructed in one phase. This includes construction of a 3-mile track, a clubhouse, and garage condos. The Supplemental EAW does refer to phase II construction elements pertaining to a potential hotel and golf entertainment center. However, though these facilities were initially part of the development, the actual type and extent of uses that will occupy the site are being reconsidered at this time. This future development is considered independent of the proposed track facility, car condos, and club house and would require a market study to understand which types of uses the location can support. This development is also dependent on the success of this Mankato Motorsports Track development.

The hotel and the golf entertainment center are considered prime examples of the type of development that might occupy the sites and have served as placeholders. The current EAW and Supplemental EAW used the placeholders as a way to model for anticipated traffic demands accessing the site and anticipated impervious surface, and impacted wetlands, beyond elements included in the track development. This has assisted the developer in working with Blue Earth County and the City of Eagle Lake to appropriately plan for improvements at the intersection of Highway 27 and Highway 17, along with accounting for mitigation for wetland impacts.

The current EAW project and the potential future commercial development on the site, has considered potential impacts for the project, therefore there are no known cumulative impacts.

Any future commercial development is not anticipated to exceed the extent of the proposed hotel and golf entertainment center and new environmental studies are anticipated. However, the developer understands a new traffic study may be required if proposed uses exceed those modeled in the existing traffic study. The developer also understands that additional environmental review may be required if new development is pursued in the future.

C. The extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority

There are several Federal, State, and Local permits required to ensure that potential environmental effects are mitigated. The mitigation of environmental impacts will be designed and implemented in coordination with regulatory agencies and will be subject to permitting processes. Permits and approvals that have been or may be required prior to project construction include:

Government Agency	Type of Application/Permit	Status
Federal Agencies		
US Army Corps of Engineers	Section 404 Wetlands Permit	To be submitted
	Wetland Application	To be submitted
State Agencies		
Minnesota Board of Water and Soil Resources	Wetland Conservation (WCA) Act Notification and Permitting	To be submitted
Minnesota Department of Health, City of Eagle Lake, Blue Earth County	Well Sealing Permit	To be submitted
Minnesota Department of Labor and Industry	Building Service and Storm Drainage System Review	To be submitted
Minnesota Pollution Control Agency	National Pollutant Discharge Elimination System (NPDES) Construction Storm Water Permit and State Disposal System (SDS) Permit	Pending
	Section 401 Certification	Pending
Local Agencies		
Blue Earth County	Permit for Work in Public ROW	To be submitted
	Public Works Approval for Access Revision	To be submitted
	Water Conservation Act (WCA) Permit	To be submitted

Government Agency	Type of Application/Permit	Status
City of Eagle Lake	Building Permit	To be submitted
	Conditional Use Permit	To be submitted
	Grading Permit	To be submitted
	Rezoning of 230-acre project property	To be rezoned
	Utility Connection Permit	To be submitted

D. The extent to which the environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs

The City of Eagle Lake finds:

1. The Proposed Project includes various measures to reduce adverse impacts to the environment and existing natural resources.
2. The Proposed Project is subject to City, County, State, and Federal requirements.
3. The Project Proposer will secure all necessary permits and will adhere to all permit requirements.
4. Considering the results of environmental review and permitting processes for similar projects, The City of Eagle Lake finds that the environmental effects of the Proposed Project can be adequately anticipated, controlled, and mitigated.

V. CONCLUSIONS

1. All requirements for environmental review of the Proposed Project have been met.
2. The Supplemental EAW and the permit development processes related to the project have generated information which is adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified and will be addressed during the final design and site plan approvals of the project. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigation measures are incorporated into the project design, and have been or will be coordinated with local, state and federal agencies during the permitting process.
4. Based on the criteria in Minnesota Rules part 4410.1700, the Proposed Project does not have the potential for significant environmental effects.

5. An Environmental Impact Statement is not required for the proposed Mankato Motorsports Park in the City of Eagle Lake, Minnesota.

For the City of Eagle Lake

Jennifer Bromeland
City Administrator
City of Eagle Lake, Minnesota

Date

**APPENDIX A – SUPPLEMENTAL EAW
PUBLICATION AND NOTIFICATION MATERIALS**

EQB Notice of Availability

September 20, 2022

Mankato Motorsports Park

Location: Eagle Lake, Blue Earth County

Process: Environmental Assessment Worksheet (EAW)

Step: EAW available

End of comment period: October 20, 2022

Project description: The proposed Mankato Motorsports Park will convert approximately 230 acres of agricultural land to a 3-mile track for high-performance vehicles. The Mankato Motorsports Park will construct a bituminous track with concrete edging, run-off areas, sound walls, and berms. Other construction includes car condos, a track clubhouse, and associated bituminous parking lots.

Link to public documents: [Mankato Motorsports Park EAW](#)

Location of public documents: Blue Earth County Library, 100 East Main Street, Mankato, MN 56001

Responsible governmental unit and contact: City of Eagle Lake, [Jennifer Bromeland](#), 507-257-3218

EAW Distribution List

EQB Distribution List for Eagle Lake, MN - Mankato Motorsports Park Supplemental EAW		
Contact Person	Agency	Email
Stephan Roos	Dept of Ag	stephan.roos@state.mn.us
Raymond Kirsch	Dept of Commerce	raymond.kirsch@state.mn.us
	Dept of Health	health.review@state.mn.us
Jill Townley	DNR	jill.townley@state.mn.us
Dan Card	MPCA	karen.kromar@state.mn.us
Melissa King	BWSR	melissa.king@state.mn.us
Katherine Lind	MnDOT	katherine.lind@state.mn.us
Erin Cavell	Env Cons Library	govdoc@hclib.org
Project Leader/Peter Fasbender	USFWS	shauna_marquardt@fws.gov
Chad Konickson	ACOE	mvp-reg-inquiry@usace.army.mil
Kenneth Westlake	EPA	westlake.kenneth@epa.gov
Amanda Gronhovd	State Arch	mn.osa@state.mn.us
Melissa Cerda	MIAC	melissa.cerda@state.mn.us
Sarah Beimers	MHS	enreviewshpo@state.mn.us
	Reg 9 Development Corp	nicole@rndc.org
Ann Arndt	Township	leraytownship@gmail.com
Bob Meyer County Admin	Blue Earth County	bob.meyer@blueearthcountymn.gov
BE Co Library	Library	

Supplemental EAW Distribution Letter



**BOLTON
& MENK**

Real People. Real Solutions.

12224 Nicollet Avenue
Burnsville, MN 55337-1649

Ph: (952) 890-0509
Fax: (952) 890-8065
Bolton-Menk.com

September 20, 2022

EQB Monitor Distribution List and Interested Parties

RE: Supplemental Environmental Assessment Worksheet for the Mankato Motorsports Park

To Whom it May Concern:

The City of Eagle Lake requested a Supplemental Environmental Assessment Worksheet for the Mankato Motorsports Park, a project proposed by Bradford Development. The park will convert approximately 230 acres of agricultural land to a seasonal track available for public participation for driving events, including performance driving schools, teen driving school, and exotic car rentals. The track is intended for individuals to drive at their desired pace in order to experience the optimal performance of their automobiles on a safe and professionally designed driving course. The Supplemental Environmental Assessment Worksheet provides additional information to the original Environmental Assessment Worksheet.

On behalf of the city of Eagle Lake, copies of the Supplemental Environmental Assessment Worksheet are available for public review beginning September 20, 2022, at the following locations:

- Eagle Lake City Hall, Eagle Lake
- Blue Earth County Library, Mankato
- Environmental Conservation Library, Hennepin County Public Library, Minneapolis Central Government Documents

Copies of the Supplemental Environmental Assessment Worksheet are being distributed to agencies on the current Minnesota EQB Distribution List and to other interested parties. The comment period will begin on September 20, 2022. Written comments will be accepted through October 20, 2022. Please submit written comments to the contact person listed below.

Jennifer Bromeland
City Administrator
City of Eagle Lake
705 Parkway Avenue
Eagle Lake, MN 56024
Email: jbromeland@eaglelakemn.com
Phone: 507-257-3218

Sincerely,

Bolton & Menk, Inc.

Gina Aulwes
Environmental Specialist

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Media Release Provided to Mankato Free Press

September 20, 2022

Supplemental Environmental Assessment Worksheet of Mankato Motorsports Park now available

Comments on the document will be accepted September 20 through October 20, 2022.

The City of Eagle Lake invites the public to review the Supplemental Environmental Assessment Worksheet (EAW) regarding the proposed Mankato Motorsports Park project located in the City of Eagle Lake. The project will be constructed on property currently in agricultural use, approximately 230 acres in size.

Copies of the Supplemental EAW, which provides additional information to the original Environmental Assessment Worksheet, are available for the public beginning September 20, 2022 during regular business hours at the following locations:

- Eagle Lake City Hall, 677 Parkway Ave, Eagle Lake, MN 56024
- Blue Earth County Library, 100 East Main Street, Mankato, MN 56001
- Minneapolis Public Library, Environmental Conservation Library, Government Docs., 2nd Floor, 300 Nicollet Mall, Minneapolis, MN 55401

Written comments will be accepted through October 20, 2022. Comments should be submitted to Jennifer Bromeland, City Administrator, 705 Parkway Avenue, PO Box 159, Eagle Lake, MN 56024, (507) 257-3218, or jbromeland@eaglelakemn.com.

APPENDIX B
AGENCY AND PUBLIC COMMENTS

Individual Agency and Public Comments

1. Rachel Gralnek, Regulatory Specialist, U.S. Army Corps of Engineers
2. Joanne Boettcher, Regional Environmental Assessment Ecologist, MN Department of Natural Resources
3. Angela Piltaver, Senior Planner, MN Department of Transportation
4. Katherine Lind, Environmental Review Specialist, MN Department of Transportation
5. Gary Borchardt, Resident (transcribed voicemail to Steve Platisha)
6. Mary Jane Petersen, Resident
7. Randy Petersen, Resident
8. Dennis Wendland, Resident
9. Cindy Guentzel, Resident
10. Daryl Guentzel, Resident
11. Erin Guentzel, Resident
12. Gary Borchardt, Resident
13. Heidi Thompson, Resident
14. Mike Guentzel, Resident
15. Nancy Reasor, Resident
16. Nicole Davros, Resident
17. Darwin Niss, Resident



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
332 MINNESOTA STREET, SUITE E1500
ST. PAUL, MN 55101-1323

Regulatory File No. MVP-2019-01386-RLG

Bradford Development
Brad Bass
501 North Riverfront Drive
Mankato, MN 56001

Dear Brad Bass:

This letter is in response to correspondence we received from Eva Douma at Bolton & Menk Inc regarding the Mankato Motorsports Park Project. This letter contains our initial comments on this project for your consideration. The purpose of this letter is to inform you that based on the Supplemental Environmental Assessment Worksheet (EAW) Mankato Motorsports Park for the project referenced above a Department of the Army (DA) permit would be required for your proposed activity. In lieu of a specific response, please consider the following general information concerning our regulatory program that may apply to the proposed project.

If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.

If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <http://www.mvp.usace.army.mil/regulatory>.

The Corps evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying

Regulatory Division (File No. MVP-2019-01386-RLG)

for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

If an application for a Corps permit has not yet been submitted, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

If you have any questions, please contact me in our St. Paul office at (651) 290-5276 or Rachel.Gralnek@usace.army.mil. In any correspondence or inquiries, please refer to the Regulatory file number shown above.

Sincerely,



Rachel Gralnek
Regulatory Specialist

cc:

Eva Douma (Bolton & Menk Inc)
Dane Lynch (LGU)
Alyssa Core (BWSR)



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
180 FIFTH STREET EAST, SUITE 700
ST. PAUL, MN 55101-1678

09/27/2022

Regulatory File No. MVP-2019-01386-RLG

THIS IS NOT A PERMIT

Jennifer Bromeland
705 Parkway Avenue
PO Box 159
Eagle Lake, MN 56024

To: Jennifer Bromeland:

We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal.

File Number: MVP-2019-01386-RLG

Applicant: Brad Bass

Project Name: Mankato Motorsports Park

Project Location: Section 18 of Township 108 N, Range 25 W, Blue Earth County, Minnesota (Latitude: 44.1726596558789; Longitude: -93.8741109256717)

Received Date: 09/21/2022

Project Manager: Rachel Gralnek
(651) 290-5276
Rachel.Gralnek@usace.army.mil

Additional information about the St. Paul District Regulatory Program can be found on our web site at <http://www.mvp.usace.army.mil/missions/regulatory>.

Please note that initiating work in waters of the United States prior to receiving Department of the Army authorization could constitute a violation of Federal law. If you have any questions, please contact the Project Manager.

Thank you.

U.S. Army Corps of Engineers
St. Paul District
Regulatory Branch

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Division of Ecological & Water Resources
Region 4 (Southern Region)
21371 Highway 15 South
New Ulm, MN 56073

October 20, 2022

Jennifer Bromeland, City Administrator
City of Eagle Lake
jbromeland@eaglelakemn.com

Subject: DNR comments on Mankato Motorsports Supplemental EAW

Dear Jennifer,

Thank you for the opportunity to comment on the Mankato Motorsports Park Supplemental EAW. The primary content areas of the supplemental EAW are potential impacts to wildlife on South Eagle Lake (a designated wildlife lake) and greenhouse gas emissions. As documented in the appendix of the supplemental EAW, we offered feedback on the document as it was being developed in the context of the court decision that necessitated this supplemental EAW. We appreciate that the supplemental EAW addressed several of our questions and comments. However, we continue to have concerns about the potential impacts of this proposed project as identified in this letter.

The proposed project location is along the Eastern side of South Eagle Lake, a Designated Wildlife Lake and Natural Environmental Lake. We encouraged the project to consider alternate locations that would not impact natural resources. The supplemental EAW indicates that two locations were considered, and the proposed location was the more feasible of the two. We again encourage the project to identify alternate locations. There is no reason that the motorsports facility must be placed next to this resource. If this location is pursued, we will continue to express concerns about this project location through additional permitting processes.

Our primary concern in citing the proposed facility adjacent South Eagle Lake is that wildlife, particularly waterfowl and other avian species, will be impacted by this project. We recommended that an in-depth wildlife use and risk analysis study be undertaken. However, the EAW notes that such a study was deemed unnecessary because the noise modeling indicates that the track would produce equivalent noise to Highway 14. We are concerned about the validity of the noise modeling and again suggest that a wildlife use study be conducted. Furthermore, while noise could be the primary wildlife disruptor, noise is not the only potential impact to wildlife. We anticipate that the presence of the motorsports park would effectively drive away sensitive species, while tolerant species may be able to adapt.

We are concerned about the validity of the noise modeling. The modeling report within the appendix of the Supplemental EAW estimates the existing noise from Highway 14 at three locations on the lake. The report then estimates the potential noise from the proposed project, and shows that noise from the proposed project would be similar or even less than the current noise from Highway 14. This analysis is used for justification that wildlife

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use and impact studies are not necessary. We believe that more details need to be provided and potentially, additional modeling should be provided in order to justify the results. Our specific concerns about the modeling include:

- The modeling report does not appear to cumulate the effect of noise. Instead, the report shows the existing noise from Highway 14 and the proposed project noise separately. The proposed condition should model the combined noise of Highway 14 and the proposed project simultaneously. As currently reported, the effect of the project could be misleading as the cumulated noise would be louder than each noise individually.
- More details on the noise modeling should be provided to provide confidence in the modeling results, and the modeling details need to be understandable to an audience who does not have expertise in such modeling. For instance, how does the modeling represent high performance vehicles? We understand that high performance vehicles often have modified exhaust systems which make them louder. What are the peak speeds expected by such vehicles and the associated noise from an individual vehicle? How does quick acceleration affect the noise from performance vehicles? From a commonsense standpoint and from personal observations of high performance vehicles, it seems likely that such vehicles accelerating to speeds in excess of 100 miles per hour would generate substantially more noise than a truck traveling 65 miles per hour.
- Even if the noise at any one point may not be substantially different than the pre-project condition, the change to the ambient noise conditions throughout the season could be substantial. Modeling should be provided which includes analysis and visual representation (charts) of the noise throughout the year and the noise through key wildlife use periods, comparing the pre-project and post-project conditions.
- The effect of the noise mitigation/abatement should be modeled. Three scenarios should be reviewed, the pre-project, post-project, and post-project with berms and noise walls.

The noise compliance plan and resolution process should be more specific, and the project should offer more commitments regarding vehicles that are deemed excessively noisy. The plan should be fully enacted prior to track use. Information in the documentation thus far is not specific and does not identify how the Eagle Lake Sound Committee will function, how sound detecting equipment will identify sounds that could impact wildlife, how quickly corrections will be made, and other critical details.

The supplemental EAW includes a greenhouse gas analysis. The analysis does not include one potentially large source, however. The EAW notes that this project is a destination location for those traveling in from the local airport. Greenhouse gases from airplane travel are a significant source of greenhouse gas emissions and should be included in the analysis.

The supplemental EAW summarizes wildlife and vegetation shallow lake surveys previously sent by DNR staff. These reports illustrate a one-day visit and are not intended to provide a full picture of wildlife use from day to day or throughout the year. We again recommend that the project undergo an in-depth wildlife use study (focusing on avian use) for the lake including nesting, migration, and other activities. Such study would be conducted by the project and include sufficient scientific rigor and standard techniques at biologically relevant times. DNR would like to review the study plans before the studies are conducted.

Aside from the primary content areas of wildlife impacts and greenhouse gas estimates, we encourage the following:

- Mitigate wetland impacts within the Eagle Lake basin.

- Provide a vegetation management plan for comment, including a landscaping plan and seed mix(es). The use of native prairie plants is good, but the success is dependent on the selecting the correct mix for the conditions, and there may be opportunities to integrate native trees and shrubs to help screen visual, noise, and fume impacts. If haying or mowing is used as a prairie management tool, restrict to after July 15.
- Ensure proposed activities, including those for for vegetation management (herbicides and burns), are consistent with rusty patch bumble bee management. This is in a low potential zone for the rusty patch bumble bee.
- Include stormwater ponds to prevent runoff and water quality degradation to Eagle Lake.
- Use lighting that reduces ecological impacts, which may include lighting directionality, type, lumens, wavelengths, shielding, duration, frequency, seasonality, or energy source.

Please let me know if you have questions on these comments.

Sincerely,

Joanne Boettcher, PE
Regional Environmental Assessment Ecologist

cc:

Stein Innvaer, DNR Area Wildlife Manager
Dan Girolamo, DNR Area Hydrologist
Lisa Gelvin-Innvaer, DNR Regional Non-game Wildlife Specialist
Megan Benage, DNR Regional Ecologist
Joseph Stangel, DNR Wildlife Assistant Regional Manager
Dave Trauba, DNR Wildlife Regional Manager
Tim Gieseke, DNR EWR Assistant Regional Manager
Korey Woodley, DNR EWR Regional Manager
Scott Roemhildt, DNR Regional Director

Lucas Bulger

From: Piltaver, Angela (DOT) <angela.piltaver@state.mn.us>
Sent: Wednesday, October 5, 2022 4:00 PM
To: Jennifer Bromeland
Cc: Gina Aulwes; Jason Femrite
Subject: RE: Question regarding review scope for the Supplemental EAW (Mankato Motorsports Park)

Jennifer,

I was asked a question today about the car condos and would like to get some clarification on these. Are they intended to be regularly inhabited in some way (i.e. owners would stay there overnight on occasions they might be visiting the track) or are these intended to be used only during daytime/track hours?

Angela Piltaver, AICP, LEED AP (*she/her/hers*)
Senior Planner | District 7 - Planning

Minnesota Department of Transportation
2151 Bassett Drive
Mankato, MN 56001
C: 507-508-3409
Email: angela.piltaver@state.mn.us
Website: mndot.gov/



From: Jennifer Bromeland <jbromeland@eaglelakemn.com>
Sent: Tuesday, October 4, 2022 4:29 PM
To: Piltaver, Angela (DOT) <angela.piltaver@state.mn.us>
Cc: Gina Aulwes <Gina.Aulwes@bolton-menk.com>; Jason Femrite <Jason.Femrite@bolton-menk.com>
Subject: RE: Question regarding review scope for the Supplemental EAW (Mankato Motorsports Park)

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Good Afternoon,

It's my understanding that the review process is intended to focus on the topics remanded back for further environmental review – not the entire EAW.

Sincerely,

Jennifer J. Bromeland

City Administrator
City of Eagle Lake
705 Parkway Avenue
PO Box 159
Eagle Lake, MN 56024
P: (507) 257-3218
C: (507) 399-1030



From: Piltaver, Angela (DOT) <angela.piltaver@state.mn.us>
Sent: Monday, October 3, 2022 5:13 PM
To: Jennifer Bromeland <jbromeland@eaglelakemn.com>
Subject: Question regarding review scope for the Supplemental EAW (Mankato Motorsports Park)

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Jennifer,

Looking at the supplemental EAW for the Mankato Motorsports Park, it appears that the supplement addresses the major subject areas/topics that the court indicated would need additional information and analysis – namely the GHG emissions/climate change topic and the wildlife topic. I also note that there are sections where the Supplemental EAW refers back to the original 2020 submittal. Should MnDOT review the entire EAW again (as if with “fresh eyes”), or is this review process intended to focus on just the new information? I would like to know so I can better direct what approach our staff should take in their review.

Hopefully my question makes sense. Thank you for your time and assistance.

Best regards,

Angela Piltaver, AICP, LEED AP (*she/her/hers*)
Senior Planner | District 7 - Planning

Minnesota Department of Transportation
2151 Bassett Drive
Mankato, MN 56001
C: 507-508-3409
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Website: mndot.gov/



From: Lind, Katherine (DOT) <Katherine.Lind@state.mn.us>
Sent: Wednesday, September 21, 2022 11:50 AM
To: Gina Aulwes <Gina.Aulwes@bolton-menk.com>
Cc: Jennifer Bromeland <jbromeland@eaglelakemn.com>
Subject: RE: Supplemental EAW for Review, Blue Earth County, City of Eagle Lake, Mankato Motorsports Park

Hi there Gina,
Where can one access the 2020 EAW that is referenced throughout the Supplemental EAW?

Katherine Lind
Environmental Review Specialist
Office: 651-366-4296
Katherine.Lind@state.mn.us

Minnesota Department of Transportation
Central Office | Office of Environmental Stewardship (OES)
395 John Ireland Blvd, Mail Stop 620
St Paul, MN 55155

Gary Borchardt
Voicemail to Steve Platisha
September 28, 2022

How many cars were used at one time on the track for the modeling?

Why was data only used for one county road, CR 27 and 14? Why was there no other bases on that?

Receptors 1 and 2 were on the lake. Why couldn't you get any modeling from those?

Jennifer Bromeland, City Administrator

705 Parkway Avenue

PO Box 159

Eagle Lake, MN 56024

October 10, 2022

Please accept this response to the Supplemental Environmental Assessment Worksheet (regarding the proposed Mankato Motorsports Park project).

As a human being and a lifelong Minnesota resident I am concerned about our state's and community's contributions to climate change and the loss of natural areas. I believe the proposed Mankato Motorsports Park does more harm than good for our community.

- A. **Fumes:** The proposed motorpark would add 35,407.15 metric tons of carbon dioxide annually to our air. (This includes construction figures annualized). This is **35,221.87 metric tons MORE ANNUALLY than current existing conditions.**
 - a. Page 17 (of supplemental EAW): "Vehicle emissions are known to contribute to global climate change impacts"
 - b. Page 17: "the state of Minnesota has implemented a climate action plan to address GHG emissions". Current goals are to reduce GHG emissions by 25% (of 2005 levels) by 2025 and further reduce by 80% by 2050.
 - c. Page 20: "This project will contribute to climate change"

- B. **Noise:** A noise study was completed in February 2022 and I feel an explanation of the effects of snow cover on the measurement of noise should be included. Also, I don't believe our community needs to bear the burden of extra, compounded noise sources (motor park PLUS highway noise) disrupting our rural lifestyles.
 - a. Page 12: "...effects on wildlife are possible from noise generated by regular use of the site and maintenance of the facility"
 - b. Page 13: "There is the potential for noise impacts to wildlife during operations."
 - c. Page 13: "...there is little published on calculating and analyzing noise effects on wildlife from non-highway focused projects"

- C. **Lighting:** While acknowledging the proposed track would not be lighted and would have operating hours of 9am to 6pm, it is stated that the track would have lights in its parking areas, pedestrian walkways, and around buildings within the motorpark after 6pm for "nighttime safety, security and utility". This presents a **change to the natural environment for wildlife/waterfowl April to October each year.**
 - a. Page 11-12 (of supplemental EAW): The Bald Eagle breeding season is from December through August"

I would like the City Council of Eagle Lake to vote in need of a full Environmental Impact Statement for the proposed Mankato Motorpark. The current EAW itself implies that there will be lasting effects on wildlife and climate from the proposed Motorpark. I believe the quality of our rural life should be preserved, including maintaining our natural areas and air quality for future generations. The City of Eagle Lake should do its share in mitigating climate change rather than contributing to it. Our natural resources are not infinite. Wildlife that flees will not return, bald eagles will find better grounds, the air quality will not return to prior levels. I ask you to consider these issues and vote for an EIS to be performed. Thank you for your consideration.

Sincerely,

Mary Jane Petersen

60701 Millie Lane

Eagle Lake, MN 56024

257

Jennifer Bromeland, City Administrator

705 Parkway Avenue

PO Box 159

Eagle Lake, MN 56024

October 12, 2022

Please accept this response to the Supplemental Environmental Assessment Worksheet (regarding the proposed Mankato Motorsports Park project).

In my opinion, the need for an EIS is absolutely necessary.

First: On Page 16 (of the EAW) it says "considering the above, the existing conditions of bio diversity, habitat and wildlife species present within the area are not expected to change substantially as a result of this project". What I take from this statement is that there will be changes in habitat and wildlife. Let's find out how much.

Second: This proposed facility is going to produce 35,407.15 metric tons of CO2 annually. In addition, it is expected to also produce 21,787.2 metric tons of CO2 annually from vendors, employees and patrons going to and from the proposed facility.

Third: On page 12 it states "...effects on wildlife are possible from noise generated by regular use of the site and maintenance of the facility.

Lastly: On page 2 of the EAW it says (in paragraph 2) in reference to the first location considered, "...noise from the road course could have a discernable effect on BOTH wildlife and residential habitants in the area". In paragraph 3 it states "with wetland impacts limited to wetlands that have been impacted by agriculture and the already high noise levels in the area, the preferred location of the road course is a better fit than the original location". I'm wondering where our common sense is. Noise at the first considered location doesn't work, but noise at the proposed location (which has more noise at baseline) is OK??? That doesn't make sense to me.

I also feel compelled to say I'm having a hard time understanding why the City of Eagle Lake wants this motorsports park. Eagle Lake is a small, rural community and, as such, I'm sure that's why its citizens live here...for the slower pace, less travel, quiet and friendly neighborhoods. What is the benefit of the motorsports park? Is it just money? Tax revenue? Is this the direction you want to take the City of Eagle Lake? Personally, I choose the preservation of the environment and reduction of anything that promotes climate change. I feel this decision would be best for my grandchildren and all future generations.

I would like the City Council of Eagle Lake to vote YES for the need of a full EIS. Because of the effects on wildlife, the noise that will be generated and the addition of greenhouse gases produced, the need for an EIS is imperative.

Thank you for your consideration.

Randy Petersen

60701 Millie Lane, Eagle Lake, MN 56024

507-995-0307

10-17-72

Eagle Lake City Council

An advocate for the Markato Motorplex stated in a meeting that combine noise was about equal to a speeding car.

My question is:

How many hrs of Ag noise there (combine + tractor) is there during the year

vs.

How many hrs of open track time there is?

Especially during nesting season!!

Please consider.

Dennis A. Wendland

Dennis A. Wendland

Greetings,

I went on the Eagle Lake website and the first paragraph states "Eagle Lake is a small city with a family friendly atmosphere-a safe and quiet community." I totally agree! People want quiet enjoyable days and evenings in Eagle Lake. A noisy Race Track doe not fit.

There are many issues that so many of us have against the proposed Motorsports race track :

The proposal couldn't totally pass the initial environmental study.

WHY?

So many concerns for the damage that will be caused to good farm land land being blacktopped for a race track which is only to benefit some wealthy car owners hobby!! I understand the track is not open to the public entertainment.

WHY?

Damage to wildlife! "They" say NO! How can it not!? Having farmed part of the proposed property for years, I can attest to the many beautiful deer, rabbits, geese, fox, etc. so where do they go? From farm land to asphalt and concrete.

WHY?

There are many promises by the developer on many issues. How many times will they come back to the counsel and ask for more help. More lee-ways to make the project work.

WHY?

How will all of the extra traffic on Highway 14 be managed? We all know this is a Very dangerous intersection.?

WHY?

There are rumors more building will be built besides those that are in the current proposal.

WHY?

In summary, I truly feel it is not in the best interest for the majority of Eagle Lake and surrounding area citizens to deal with the negative impacts of this project.

If this goes thru, it comes down to some wealthy car owners, gaining a nice Race track for them to play at, while us average citizens are not invited!

The rest of us get:

All of the noise.

Loss of wildlife.

Extra dangerous traffic.

Any tax payer bail outs if project fails??

Not to mention what an ugly eye sore.

Unknown negatives.

Thanks for your time and considerations.

Cindy Guentzel 507-317-2096

22083 604th Ave.

Eagle Lake, MN. 56024

There are many concerns over the proposed Motorsports race track.

We continue to voice our concerns with few answers.

I understand the permissible noise Limit is to be 110 decibels.? As I've pointed out earlier, I googled a comparison noise level and that 110 decibel is equal to a loud train horn!

The promoters of this track claim there will be NO drag strip racing. A dragster noise level is even much higher. It comes in at 150-160 decibels. This is deafening! What course of action is in place if the promoters later come back requesting drag racing or other added noisy events?

Our son Mike Guentzel has spoken numerous times with the owners of a similar track in Hastings MN. And Nebraska track. Both of these experts say this Mankato Sports track is not viable without a Drag strip, and opening up to large paying events. The larger the events the larger problems it brings with it.

We all love the quiet, tranquil, summer evenings being outdoors. That is being taken away on both sides of highway 14. Just so the wealthy car boys and girls can enjoy their fun. This proposal takes away the quality of life from too many people.

I can't express all of our concerns in one e-mail .

I strongly believe this proposal is negatively impacting so many residents lives. It is too large for only a handful of the counsel members to decide. Why not let us residents vote on this huge issue? This is a huge decision that will bring huge problems for many.

Thank you!

Daryl Guentzel 507-381-1509

22083 604th Ave. Eagle Lake, MN

262

In this new version of the supplemented EAW, an addition explaining the choice of location only serves to confirm the detachment and carelessness that keeps showing up throughout this process. The feigned concern about the “discernable effect on both wildlife and residential habitants in the area” is apparently meant to garner support for their decision to move the project, when in reality it wasn’t well received as it also faced opposition with legitimate concerns. This supplemented EAW states that this “ideal” piece had several constraints such as wetlands (present in the currently preferred location), noise from the train and airport (both present in the currently preferred location), and the “noise levels at this site which is set in a rural setting with limited noise disturbance”. So, it’s admitted that there would be concerns for the noise levels in a rural setting between an airport, railroad tracks and a city of 30,000+, but what is the area next to small town near a designated wildlife lake? RURAL. Longtime homesteads, a small cemetery, and agricultural land already affected by the ever-increasing noise from a 4-lane highway and being under the regular flight paths of the aforementioned airport. This section finishes with “With wetland impacts limited to wetlands that have been impacted by agriculture* and the already high noise levels in the area, the preferred location of the road course is a better fit than the original location.” It simply takes looking at a map to see that a project such as this is NOT a good fit in either spot if they want to avoid the hassles of noise complaints.

*These wetlands “impacted” by agriculture have been so for decades. Wildlife such as sandhill cranes, deer, geese, etc. still utilize the area for grazing and other resources. A road course, accompanying buildings and regular activity are not a comparable replacement.

6. Project Description

a. EQB Monitor Description If the developer doesn’t plan to build a hotel or entertainment center, they should NOT be included in this EAW. This back-and-forth of “hotel, no hotel, hotel, no hotel” and subsequent conversations about whether or not it should be included is irresponsible, especially since the initial traffic study was based on traffic from the hotel and the entertainment center – NOT the track use.

e. Future Development In the initial EAW it was shown that no future development was planned. Neither box is checked in this version. Why are these key points missed?

7. Cover Types

These attempts to “blend in” with tall prairie grasses, native pollinator grasses will *draw* wildlife and insects that may not be welcome to this facility. Geese, sandhill cranes, bees, butterflies, etc. fly so the “noise barriers” and berms will be pointless to wildlife looking for food. The presence of geese is heavy in the Eagle Lake area during the spring-summer months. At what point will measures – and what kind? - be taken to discourage these visitors when they cause disturbance to track users? With the lake being a permanent part of the landscape, these visitors will either be regularly present or they will be forced away from their habitat.

9. Land Use

a. Existing Land Use

Zoning

At the meeting on July 6, 2020 it was pointed out that the "Land Use" table was incorrectly edited to make the following changes for a Natural Environment:

Public, semipublic was changed from (C) Conditional Use to (P) Permitted Uses

Industrial was changed from (N) Not permitted to (C) Conditional Use

This is a fixed table. The correction showed up in the signed document dated July 6, 2020 but the unsigned and incorrect version was included with the supplemented EAW. Errors such as this contribute to the concerns of cut corners and other red flags that have flown with this proposed project.

11. Water Resources

b. Project Effects & Mitigations

Surface Waters

"Discuss direct and indirect environmental effects from physical modification of wetlands...."

In this version of the supplemented EAW, the wetlands are now all "Type 1" when initially 2 others were "Type 2" and a 3rd one was "Type 3". At no time has there been a discussion included in a version of the EAW that addresses the impacts of the disturbed wetlands on the *wildlife*, only about how those wetlands affected the track layout. Wildlife has been present in the proposed project area, most often where wetlands are located. With these wetlands disturbed or removed altogether, where are the wetland credits going to benefit the local wildlife being displaced? **This section is incomplete and needs further study.**

13. Fish, Wildlife, Plant Communities, & Sensitive Ecological Resources (Rare Features)

a. Resources/Habitats/Vegetation

Included in the supplemented EAW is correspondence from the MnDNR. Where is the updated Natural Heritage Information System (NHIS) review? Why is this information not available for residents to view if there are no rare features to be concerned about? In 2018 there were archaeological sites nearby and now it's being covered up.

In this correspondence DNR notes the obvious result of this project: the substantial change to the area around the lake. They stress the need for additional studies as those included are simply snapshots and do not reflect a full picture of day-to-day wildlife use. Additionally, they note the inconsistencies in provided information and asked for greater detail on the plans to limit disturbance. It's clear that while Eagle Lake is a Designated

Wildlife Lake a more recent in-depth study to fully understand the present wildlife, vegetation, etc. is needed and it is our hope that one will happen sooner rather than later. The information included in the table and included studies is 11 years old! Since that time the water levels have dropped significantly, exposing more vegetation that could encourage nesting. While the Bald Eagle's "probability of presence" is from January to April, local residents can tell you that they are regularly sighted year-round. The breeding season goes through August and currently a quiet agricultural field provides mostly peace. While it's claimed that the MnDNR NHIS review found no Bald Eagle nests, the last we saw of this NHIS review was for the *former location and rubber stamped to apply approval for this entirely different landscape*. **This section is incomplete and needs further study.**

c. Project Effects

Dismissing an agricultural field (with wetlands) as a needed resource for wildlife is simply ignorant. Geese, sandhill cranes, deer, etc. can often be seen on this land throughout most of the year (spring-early winter), depending on the crop and current stage of production. "Native pollinator grasses" in this proposed project seem meant to entice a species only to put it in danger with windshields. Being as this proposed project is being built for human entertainment, the disturbance of intrusion wouldn't be temporary.

"Very few studies....", "There is little published....", "Additional impacts.....", "Is expected....", "Based on.....", "Provide a good representation.....", "Do not indicate....", "Due to modeling constraints...", "There are no studies....". The majority of this section admits that yes, this proposed project will have a negative effect on wildlife and it can't be proven otherwise. While it claims that some wildlife species are already tolerant of some measure of human activity, some are inherently intolerant to human intrusion. Stress, displacement, etc. from noise, fumes, human traffic, etc. Admissions also include the fact that there ***simply aren't enough studies to support their initial claims of little to no harm***. Lack of information or outdated resources are not an excuse to accept what it is and move forward. In choosing this site the developer should have done his homework to fully understand what sort of unexpected responsibilities might arise *before* he made premature announcements of groundbreaking.

An entire paragraph focuses on the idea that Mankato is growing and contributing to the increase of GHG emissions and while not quite sure of the impact because there ***aren't any studies***, let's join them! Out of control growth is not an excuse to ignore the lack of information to prevent making a global situation *worse*.

This section finishes with a short bit on how "these studies found that the proposed motor sports facility will not increase any of these known wildlife disturbances to a level that will effect wildlife of Eagle Lake or surrounding residences". **I'm guessing this sentence wasn't edited out as it completely contradicts the admissions above it.**

d. Control Measures

Wildlife not being able to see the track isn't the issue because even if they could, geese don't care. The more their territory is encroached upon, the braver they get. Regular users of the Sakatah Singing Hills trail that bisects the body of water Eagle Lake know that the presence of wildlife is often present ON the trail and many types of waterfowl have no problem hissing (protecting their babies) at trail users simply going about their

own way down the trail. At what point will the developer have to take further measures to prevent disturbances to track users? While it states that there won't be any paths to the lake, that doesn't mean track users won't keep their distance because of having a few drinks and/or being curious about catching a breathtaking view of a sun setting on a quiet lake. Do it enough times and people start asking for amenities so their trespassing on nature can be more comfortable! Will there be onsite security to discourage human disturbance of habitats and possible nesting birds?

Once again, it's stated that "any noise violation will not be known until the vehicle is driven on the track". It is unacceptable and irresponsible to build a facility with activities KNOWN for noise and then decide if the vehicles will be too loud for this project to proceed. If it is so difficult to provide comparable measurements for such a big issue in regard to this proposed project, take a look at why. Is it because an actual vehicle would produce unacceptable results vs. the computerized "model"? Is it because finding a comparable scenario proves to be difficult because road courses aren't built by noted wildlife lakes for a reason?? With the "Sound Committee" is the City Council prepared to take on the additional responsibility when current meetings already run late and there is talk of adding more to handle the workload?

Speaking of the surrounding vegetation and the earthen berms, I can't tell if they are trying to discourage wildlife from coming close or actually encourage habitat creation in the berms (quite possible as coyote are also present in the lake area). **This section is incomplete and needs further study.**

16. Air

a. Stationary Source Emissions

This section essentially states that they can not calculate the effects this proposed project would have on climate change regionally or globally.

Lompoc Valley Motorsports Park in Lompoc, CA was chosen for a comparison with discussing the impact on construction and occupation emissions. The motorsports park in Lompoc, CA was first introduced in 2012 and was never even built, receiving its final blow in 2017 when the city decided not to apply for another grant and terminated their "Memorandum of Understanding" with the motorsports park, citing missing deadlines and cooperation concerns. The city also faced threats of lawsuits from citizens and a community organization concerned about property values, noise, etc. An *Environmental Impact Review* by Meridian Consultants note that the proposed project in this case created a significant and unavoidable impact to air quality, the lone serious concern initially cited by the study (discussion included). The Lompoc Valley Motorsports Park was to be a 35-acre site between the Santa Ynez River and the Lompoc Airport with two primary parks: one for off-road vehicle motocross tracks and then an 1/8 mile long drag strip. 35 acres vs. 230 acres. Drag strip vs. road course with condos. Airport vs. a designated wildlife lake. California vs. Minnesota. **This is not a comparable example to the proposed project.**

Additionally, a traffic study consisting of 1 day in the middle of the week 3 years ago not only was a poor representation of actual traffic at that intersection, but at that time they had zero intentions of tracking emissions. So, guesstimates are given and calculated to make a determination as though this is a 5th grade science fair project. Similarly, a fair judge would ask the student why they didn't consider emissions from

surrounding factors such as the Canadian Pacific Railroad, Highway 14, or the Mankato Airport. If these factors already contribute to the noise where the proposed project's noise contribution would be "negligible", wouldn't the levels of GHG emissions output act similarly?

The calculations claim to have similar output of a current agriculture field that sees brief traffic for planting, spraying, and harvesting. Mere days vs. 7 months of traffic in that same spot. Again, it is NOT the same.

BMPs such as reducing vehicle idling times, plans to reduce electric and natural gas use, and ensuring regulated emissions-control measures are established for vehicles using the track and its resources – who will be responsible for seeing these things through? Is it going to be taking the developer's word or will this also fall to the Eagle Lake City Council to manage?

This section finishes with the admission that the GHG output would be almost DOUBLE the current conditions and that is estimates based on 1 day of traffic observation, speculation of facility use and ignoring 3 possibly major contributors near the proposed project. Additionally, because the tools and regulatory guidance don't exist yet, they can't answer to the cumulative effects this proposed project could have on climate change. Not an excuse to move forward and hope for the best. **This section is incomplete and needs further study.**

b. Vehicle Emissions

Calculations to determine the output of emissions are simply expectations and cannot be considered true examples of possible impact. As has been admitted throughout the supplemented EAW the actual scenarios are not available to provide more accurate information. 1,000 vehicles? Is this over 214 days? A week? A day? With amenities such as a hotel and entertainment center that seem to come-and-go from the proposal these numbers seem to again just be guesstimates. **This section is incomplete and needs further study.**

17. Noise

The developer has proposed 10-foot berms topped with 10-foot walls as a way to mitigate noise concerns. Will that be enough? Specifically, with the topography of the proposed project area the track itself may be as high as the opposing wall meant to provide protection to the lake and residents across Hwy 14. The condos most certainly will not be high enough to meet the suggested height for sound protection. If additional wall is needed, how will that affect existing Hwy14 traffic disturbing the townhouse to the south? While it has been claimed that this area is flat, it is not. What kind of additional dirt work and disturbance would be needed to aid in this mitigation? How high is the developer willing or allowed to go? How high is Eagle Lake going to find as an acceptable view for their landscape? Huge walls resembling a prison doesn't scream "Join our community!". But yet, these walls would be a necessity and 20 feet may not be enough.

What about birds nesting the trees around the lake? Why is disturbing their habitat ignored?

"Any noise violations will not be known until the vehicle is driving on the track" has been the one constant throughout this process and STILL, "Build it and figure it out later" is not a responsible plan for a proposed project of this size with activities known to create noise. Cars identified as outliers and not in compliance will be asked to add a noise muffler and if they refuse? Is the developer prepared to turn away business? While it may not be technologically sophisticated as computer modeling, getting some neighbors together on the

Supplemented EAW comments Sept 20-Oct20, 2022 ERIN GUENTZEL

proposed property to rev their engines while being monitored from marked observation sites would be a more accurate representation of the possible noise effects. It would be no different than standing next to a running combine, observing the noise it produces and then understanding how the noise obviously decreases as one walks away. To be fair, when that combine revs it's engine and squeals the tires taking a corner through the corn – only then would that be a fraction of a fair comparison to 20 cars on a track.

Right now that area is a quiet piece of agriculture that sees a few days of intermittent welcome noise as farmers go about their life's work. No walls needed.

19. Cumulative Potential Effects

This entire section is answered with, "Discussions under this section was provided in the 2020 EAW. Previous comments on the 2020 EAW will remain part of the record." That's the problem.

The first section of the 2020 EAW, **a. Geographic Scales & Timeframes** gives a brief summary of the proposed project plans and admits that changes to city boundaries and zoned uses could have unforeseen future environmental effects. It claims to have thoroughly discussed cumulative potential effects in preceding sections but with now being on the 3rd round of gathering information that is still incomplete, this claim simply isn't true.

The third section of the 2020 EAW, **c. Discussion/Summary of Cumulative Potential Effects** just flat out states that "There are no additional cumulative potential effects for the proposed project beyond those stated in 19a. Significant cumulative potential environmental effects are not anticipated." To say that this is incorrect is an understatement. Clearly a project of this type in the proposed location would contribute – as a whole – to environmental damage.

The supplemented EAW in 2022 uses the standard answer of "Discussions under this section was provided in the 2020 EAW. Previous comments on the 2020 EAW will remain part of the record." to avoid further discussion that would reveal why this project shouldn't go in the proposed area. The lack of discussion only serves to prove that the developer cannot adequately complete this EAW with the full truth and yet continue to claim that little to no harm would come to wildlife, humans or the environment. **This section is incomplete and needs further study.**

Final comments

This isn't your neighbor building a garden shed in their backyard. Enough is enough - pass it on to the qualified agencies who can make sure this proposed project doesn't cause irreversible harm not only to the rural landscape and environment, but the reputation of the Eagle Lake community.

Thank you,

Erin J. Guetzel

By Janene Scully, Noozhawk North County Editor | [@JaneneScully](#) |

November 1, 2016
11:23 p.m.

A technical flaw pointed out by a speaker Tuesday night forced the Lompoc City Council to postpone certifying the environmental document for a proposed motorsports park

After hearing from multiple speakers for and against the project proposed for Lompoc Airport land, the council voted 5-0 to recirculate the environmental document.

An eleventh-hour discovery of a potential significant impact not analyzed in the EIR means a section of the document needs to be recirculated for public comments, officials said more than three hours into Tuesday's meeting.

"As your legal counsel, I would highly recommend you not certify the EIR," City Attorney Joe Pannone told the council.

Released in late June, the draft EIR prepared by Meridian Consultants of Westlake Village identifies the environmental impacts of the planned activities at the proposed motorsports park and cites ways to minimize or mitigate significant adverse impacts.

The park proposed by a subcommittee of the Lompoc Valley Park, Recreation & Pool Foundation, calls for the phased development of off-highway vehicle tracks, pit areas, motocross arenas, grandstands, a 1/8-mile drag strip, and a vehicle storage structure.

The draft EIR generated 75 comment letters, a Meridian representative said.

Dozens of comments — both in support and opposition of the EIR and project overall— also were made during Tuesday night's meeting.

"This EIR is inadequate and incomplete," said Jenelle Osborne, a member of the Lompoc Economic Development Committee and a candidate for City Council.

She contended the EIR misinterpreted the Lompoc General Plan Noise Element, leading to a document that does not accurately reflect noise impacts from the proposed park or potential mitigation measures.

After public comment, Meridian representatives said Osborne's comment highlighted a potential lack of compliance with the General Plan that would require the draft EIR to be recirculated under the California Environmental Quality Act rules.

"Our analysis demonstrated, as it is, that the noise leaving the site is greater than 60 (decibels) which would exceed the city's noise ordinance," said Joe Gibson, Meridian partner and practice group leader. "In doing so, we should have called that a significant impact. We did not call that a significant impact."

Instead the EIR labeled noise a less-than-significant impact because of measurements taken at the "sensitive receptor site," Gibson said.

The project on the 38-acre site near the Santa Ynez River would create a significant and unavoidable impact to air quality, the EIR noted as the lone serious concern initially cited by the study.

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Specifically, the document contends the project would exceed Santa Barbara County Air Pollution Control District thresholds for volatile organic compounds and nitrogen oxides.

Several significant impacts also were identified as being mitigated to less than significant levels, the report noted. Those include biological resources, greenhouse gas emission, hazards and hazardous waste, public services, traffic and circulation.

In addition to the proposed project, the EIR analyzed alternatives including creating an off-highway vehicle facility only or a drag strip facility only.

Staff and the consultant also noted the council's certification of the environmental report does not obligate the city to approve the project.

Earlier in the meeting, the City Council postponed action on a request for another \$20,000 for Meridian Consultants for additional costs related to the preparing the environmental document.

A representative of Meridian said the original estimate did not account for controversy sparked by the project. While originally expecting a smaller document, the final project report exceeds 500 pages.

It's not known whether the recirculation of the EIR will increase consultant's costs above the \$20,000.

Pannone said it's doubtful if the document can be recirculated and certified before the end-of-the-year deadline tied to a state grant that is providing reimbursement for the city's costs.

"If we can't, we need to have a discussion with the state to see whether or not they will extend the deadline for the phase one portion which is the CEQA review," Pannone said.

Certification of the EIR is one small step in the approval process since the project needs to go through a National Environmental Policy Act review plus the city must work with the Federal Aviation Administration to update its Airport Layout Plan.

— Noozhawk North County editor Janene Scully can be reached at jscully@noozhawk.com. Follow Noozhawk on Twitter: [@noozhawk](https://twitter.com/noozhawk), [@NoozhawkNews](https://twitter.com/NoozhawkNews) and [@NoozhawkBiz](https://twitter.com/NoozhawkBiz). Connect with Noozhawk on Facebook.

Motorsports park a bad idea for Lompoc

Written by NationBuilder Support

August 02, 2016

This op-ed by Ken Hough ran in the Lompoc Record and in the Santa Maria Times on Aug. 2, 2016:

http://santamariatimes.com/news/opinion/editorial/commentary/guest_commentary/motorsports-park-a-bad-idea-for-lompoc/article_a28cd126-08f8-5500-8db8-f78f362daf44.html

Supporters of the proposed motorsports park and drag strip tell us the noise and air pollution will be no big deal.

Did you go to the Lompoc Flower Festival parade? I did. Did you see and hear who brought up the rear? It was members of the Lompoc Valley Motorsports Park Project.

If they were trying to demonstrate how little noise impact the park will have, they failed. If they were trying to demonstrate how little air pollution the park will produce, they failed.

It seemed they intended to show how much noise, smoking tires and excitement the park would generate.

If you go to a parade, you expect to hear some noise and endure odors. But if you happen to live in a town, you likely expect to not have too much noise and to be able to breathe reasonably good air.

The draft environmental impact report for the project raises serious questions about these expectations. It also fails to adequately answer questions people have about the project's impact.

Consider the noise. There are nearly 3,000 residents in homes within one mile of the proposed project. The city's 2030 General Plan, recognizing airplanes generate a fair amount of noise, requires that additional noise sources in excess of 60dB should not be allowed in areas affected by airplane noise.

The draft EIR says the proposed park would add a noise source level of 88dB to the area outside of the project property line — several times louder than what the General Plan allows. The city should deny the project on the basis of this inconsistency alone. Incredibly, the draft EIR finds noise is not a significant impact.

The document also is quite clear on the issue of air pollution. This is the one topic where the draft EIR acknowledges significant and unavoidable impacts. These are for emissions of toxic air pollutants, including particulates. This is a compelling cause for project denial. And the draft EIR does not account for the practice of racers warming up their tires by spinning them on the pavement, creating strong odors and particulates breathed by participants, observers and neighbors.

Supporters argue drivers who currently street race illegally will use the Motorsports Park instead. It is just as likely the drag strip will encourage more illegal racing. Illegal street racers should be caught and punished, as required by law, not rewarded with a special place to race.

The draft EIR says the Santa Ynez River will not be harmed by the project. Runoff from the operation — which will include copious amounts of petroleum products, including the remnants of smoking tires — will be directed into "infiltration ponds." So, the polluted runoff will apparently work its way into the Valley's groundwater rather than being dumped directly into the riverbed.

We need to take care of our environment. This is why California's environmental laws require that an "environmentally superior alternative" be identified for any significant proposed project. In this case, for reasons made clear in the draft EIR, the "environmentally superior alternative" is the "No Project/No Development Alternative."

The draft EIR has many inadequacies and should not be certified, but there is ample information in it for the City Council to adopt the "environmentally superior alternative" and deny the project.

If you are alarmed by the impacts of this project, you need to comment on the draft EIR by Aug. 15. Copies of the document are available on the city website at www.cityoflompoc.com. Send comments to L_breese@ci.lompoc.ca.us and tell your city council members how you feel.

Ken Hough is executive director of Santa Barbara County Action Network (SBCAN).

Gary Borchardt
Supplemental EIS Comments
Oct 20, 2022 at 3:38:53 PM
Jennifer Bromeland

10-20-2022

Ms. Bromeland,

1. The Eagle lake website has posted the EAW which is not signed and has a (draft) in red. Posting unofficial documents will have a detrimental effect on comments and hard data used for comments and yesterday I notified you the EIS was un signed also.

2. The EIS is incomplete. Page 3, number 6, e. :

e. Future Development

Are future stages of this development including development on any other property planned or likely to happen?

Yes No

August 2022

Page 3

3. Noise compliance plan is flawed. Not included was a brake down on committee on what compensation package. Paid, volunteer etc.

A minimum of two hour meeting when complaints are issued.

What weight each person has in the discussions.

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No upfront documented plan for offense 1-2-3 etc. Only left to oh whatever we decide.

4. Page 215 D. Setting emissions limits and noise monitoring:

Stated: To the extent the final site includes more hard surfaces between the track and receptors, the predicted impact could be some what higher than model results.

This shows inconsistent accuracy in models provided which sound levels effect wildlife and humans.

5. No documentation of sound testing as per state of Minnesota:

Subp. 4. Measurement procedures

The following procedures must be used to obtain representative sound level measurements:

A. Measurements must be made at least three feet off the ground or surface and away from natural or

artificial structures which would prevent an accurate measurement.

A Guide to Noise Control in Minnesota •

October 2008

Minnesota Pollution Control Agency

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B. Measurements must be made using the A-weighting and fast response characteristics of the sound measuring device as specified in American National Standards Institute S1.4-1983.

C. Measurements must not be made in sustained winds or in precipitation which results in a difference of less than 10 decibels between the background noise level and the noise source being measured.

D. Measurements must be made using a microphone which is protected from ambient conditions which would prevent an accurate measurement.

Subp. 5. Data documentation

A summary sheet for all sound level measurements shall be completed and

signed by the person making the measurements.

At a minimum, the summary sheet shall include:

- A. date
- B. time
- C. location
- D. noise source
- E. wind speed and direction
- F. temperature
- G. humidity
- H. make, model, and serial number of measuring equipment
- I. field calibration results
- J. monitored levels
- K. site sketch indicating noise source, measurement location, directions, distances, and obstructions.

6. Noise receptors R1 and R2 have no data . Both receptors are critical to the wildlife on the lake area. Why couldn't you have live data of these receptors? Omitted why? Speculation on

sound values, no hard data.

7. Sup EIS. Pg 12, b. Project use storage hazardous materials.

Only states gasoline and diesel. Doesn't provide locations on property.

No provided input on type of containers. Above ground or below ground.

No data on chemicals used on site, lawn chemicals, cleaning supplies, paint etc.

No measures in place to minimize or mitigate adverse effects.

No spill prevention plan presented. No accident plan if a vehicle crashes flips and spills gas and oil that leaches into ground water tables.

8. Green house gases: pulling data from California farm study, doesn't match

with the climate of southern Minnesota the data is flawed. Not detailed enough to make decisions.

9. Page 10, number 13 fish, wildlife, plant communities, & sensitive ecological resources.

Table provided has no vegetation listed July 2003

and June 2010. Also the Natural Heritage
letter from the Minnesota DNR is void as of
1-2-2022.

So with no in-depth data this has not been
addressed.

Successfully yours,

A handwritten signature in cursive script that reads "Gary Borchardt". The signature is written in black ink and has a long, sweeping horizontal line extending to the right from the end of the name.

Gary Borchardt

From: Heidi Thompson <heidist56@gmail.com>
Date: October 20, 2022 at 3:14:25 PM CDT
To: Jennifer Bromeland <jbromeland@eaglelakemn.com>
Subject: Motorsport track

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

As proposed, the development will become my front yard. This is not a prospect that I, nor my neighbors, welcome. I see nothing in the final reports here that change my mind.

I cannot imagine the disruption to the wildlife that makes use of the area, as best it can, surrounded as it is by agriculture and Highway 14. The pressure is already immense and constant. The noise levels here fluctuate between mildly annoying to downright uncomfortable through out the course of the day, due to highway 14, a necessary transportation route. To pretend that berms will absorb and diffuse the unnecessary noise caused by a playground for a few people is insulting to those of us living near by. Comparative noise level measurements have no practical application in this instance. Adding to this environmental noise load with vehicles that are driven for the pleasure of a few seems to have no intrinsic value for the rest of the people and creatures that call this area home., including a large number of people across the highway, who live in town. The traffic on the roads that feed the surrounding areas is already congested and dangerous, as much so to wildlife as to humans. We live in an age where the quality of environment we leave behind for future generations is in serious jeopardy, harmed largely by the selfish mismanagement of our natural resources. There is nothing I see about this track that helps us reach our goals for sustainability and climate preservation. There is nothing that I can see in these documents that will ensure that the rules of play as laid out here will hold as the realities of paying for the track become challenging. What are the plans for conversion away from fossil fuels and into electric vehicles, to comply with the measures we will have to adapt to as we continue into the future? The light pollution, the noise pollution, the air and land and water quality degradation inherently associated with unrestricted development like this hardly seems worth the cost. Developing this acreage into housing would seem a much better fit for the town of Eagle Lake and its citizens, as well as the land owners involved in the sale of the land, as it would provide for the needs of many people and provide tax revenue for years to come.

Heidi Thompson

Sent from my iPad

Questions and comments by Mike Guentzel.

The wetlands mentioned on page 2, paragraph 2 to make it seem the developer is conscientious of the environment does not exist. The area in question was CRP that is tiled and going back into production in 2023. I believe this speaks to the character and the thoroughness of this EAW.

The sound study is flawed because it only places monitors at the edge of the lake behind the natural tree line which is habitat for wildlife. They also do not take into account the wildlife in the treetops. Eagles are in the area as admitted in section 13 A and verified in by the residents are breeding during the tracks open season.

In this EAW they admit this facility will affect air quality with fumes and may affect wildlife. This needs deeper study to determine.

The short native grasses and turf grasses are going to inviting and problematic with Canadian Geese leading to extreme measures such as sound cannons or even permits to shoot the geese to keep them from being a nuisance.

In calculating the greenhouse gas emissions, they include the surrounding roads (approximately 606 extra acres) but when they do the motorsports park it is only the motorsports park. The gases are cumulative and need to be included to give a true result. If anything, the carbon offset should be given to the agricultural ground as it captures carbon and releases oxygen.

The cars and trucks used to quantify the amount of greenhouse gases on the highway are assumed to have full factory exhaust systems which they probably do. When cars are altered for performance as track cars generally are, the exhaust system is the generally the first place to start. Removing restrictions such as catalytic converters help the engine breath better but increases the emissions. Many of these cars could be pre-emissions "Muscle Cars." The newer cars can have the computers that can be tuned to increase fueling or change the timing to gain performance, both of which cause increased greenhouse gas emissions.

Questions and comments by Mike Guentzel.

The track data that was used to calculate the greenhouse gas emissions verses the agricultural emissions was from California. The agricultural practices of California being likely fruits or vegetables very greatly from Minnesota where it is primarily corn and soybean rotation. Additionally, the Lompac Motorsports Project was only a 35 acre project and never built making all their data speculative. There are other road course race tracks that could be used for a more definitive study but were not. Why?

The topography of this site is not flat and as I demonstrate in the illustrations provided (I don't have a way do it on computer but I'm sure the developers team could provide a clearer copy if needed) is useless to the community of Eagle Lake, parts of the track are conservatively 20-30 feet higher than the base of the wall or berm. Additionally, the surrounding homes are not considered being two or three stories tall and having no protection to floors above the first floor.

The noise reduction wall also has gaps allowing noise to escape without mitigation on the north where the driveway is and the south towards the City of Eagle Lake and the cemetery between the buildings.

In talks with DNR Area Wildlife Manager, Stein Innvaer, contrary to Section 13 A. the DNR does have control of the outlet to Eagle Lake and are currently working on a plan to update the dam and stepping up their presence at the lake.

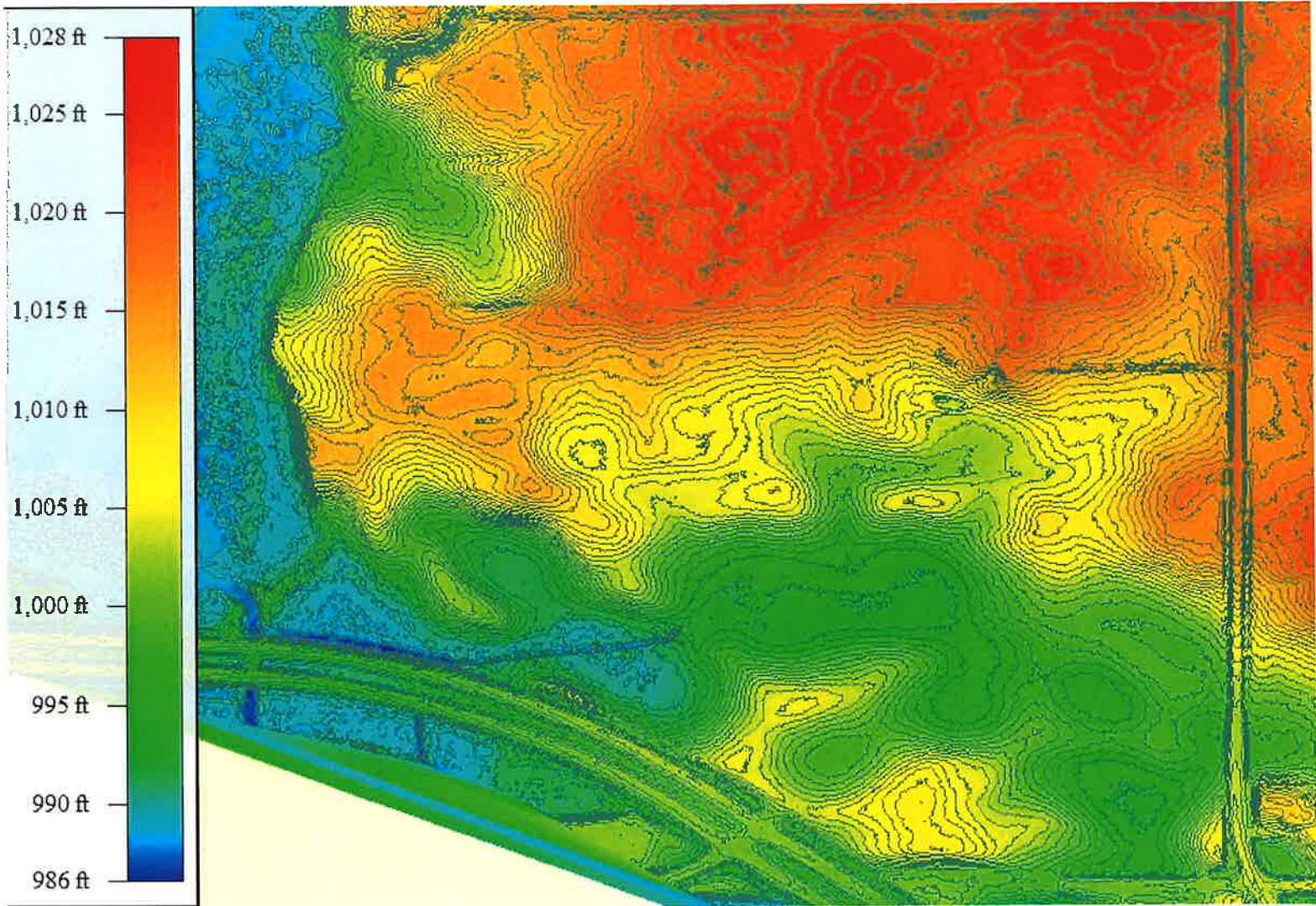
The Steffensmeier project is not included in the project a is request by the Mayor, which changes the carbon output and the amount of impervious surface impacting storm water and carbon output of the entire project.

The traffic study for this project is obviously flawed as the main intersection to and from the proposed facility has been changed twice and still there was a fatal accident involving a sixteen-year-old female losing her life. If this facility is successful it will increase the traffic causing another change to the intersection. The cost of this may fall to the city as discussed in previous city council meetings with MnDOT.

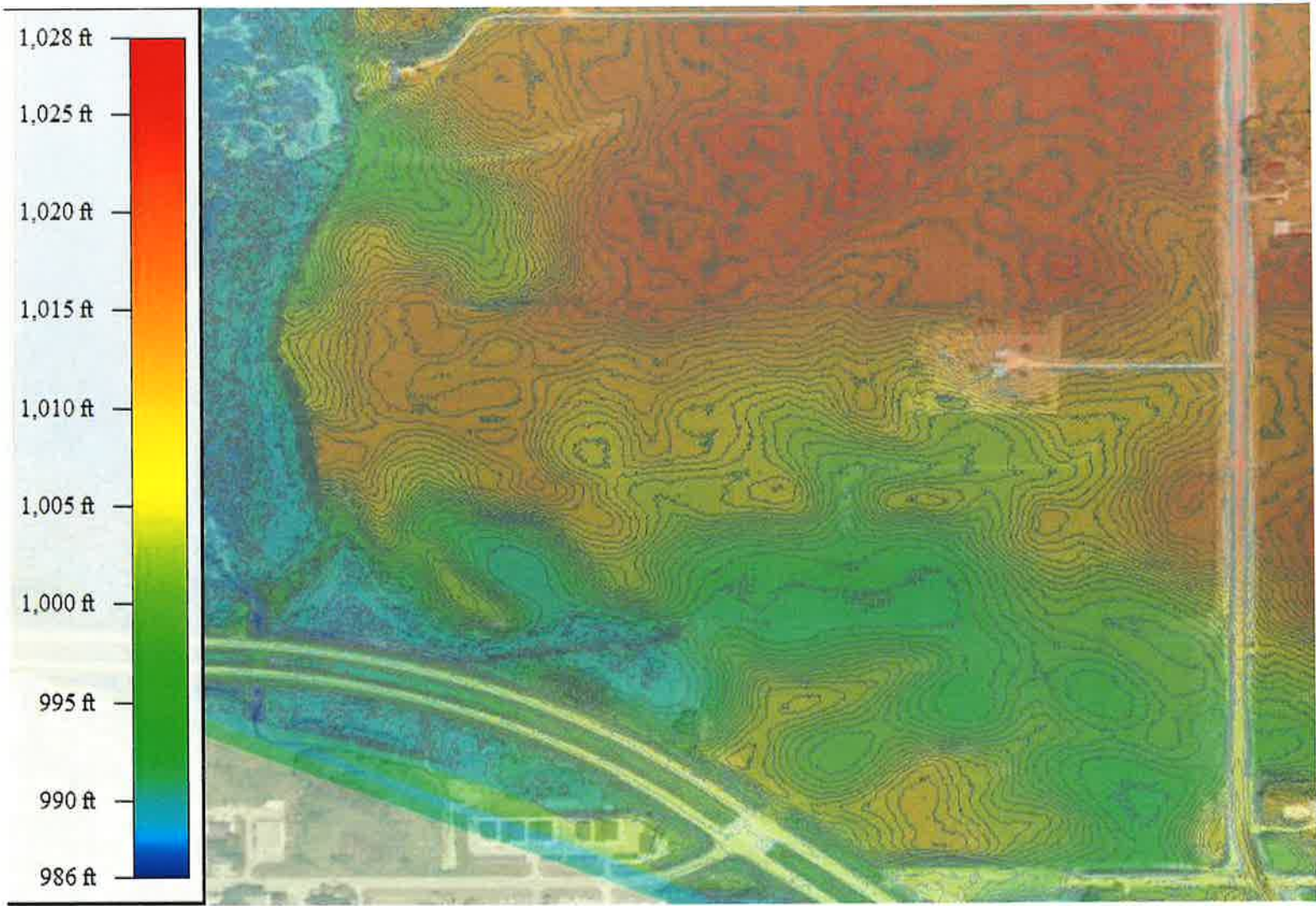
Questions and comments by Mike Guentzel.

This is not a Supplemental EAW it is a Supplemented EAW meaning any vote for the need of an EIS needs to include the previous EAW.

The future development is not checked making the entire EAW incomplete again showing the developers lack of preparation.



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Nancy Reasor
305 Maywood Ave
PO Box 64
Eagle Lake, MN 56024

October 20, 2022

Jennifer Bromeland, City Administrator
City of Eagle Lake
705 Parkway Ave
PO Box 169
Eagle Lake, MN 56024

Re: Supplemental Environmental Assessment Worksheet for proposed Mankato Motorsports Park

Dear Jennifer,

I have many concerns regarding the Supplemental Environmental Assessment Worksheet and other related information that I will refer to in this letter. In order to be as concise as possible, and because the City Council is already familiar with and has access to this information, I will not quote the references that I make, nor will I take the time to ensure that the references are according to any standards for citing said information. I will, however, make references that are understandable and point directly to the information I am commenting on.

In the council meeting minutes for March 7, 2022, the city attorney stated that city must accept the lowest responsible bid for the third party review of the EAW. I interpret the word responsible to indicate that other factors should be considered. Please refer to Minnesota Statutes 471.354 Subdivision 5 and 166.28 Subdivision 1, paragraph (a) clause (2) paragraph (c). I realize that the review has not yet been scheduled and has no bearing on the report itself but would ask the council to keep that in mind, looking back and moving forward.

Please refer to the 5th page, third bullet of the March 7, 2022, council minutes. If I understand it correctly, it seems to imply that a third-party review will take place before the EAW is submitted to the RGU. Again, I realize that the contents of the Supplemental EAW still stand as they are, even though a third-party review was not completed. But at that time, it appears there was agreement that a third-party review would be needed.

In the April 4, 2022, meeting minutes the council voted "to table discussion on a third-party review until such time Council is confident the project would move forward." Forgive me if I have got this wrong, but shouldn't the review be completed before the project moves forward? The purpose of the third-party review is to determine if the EAW is complete before the RGU approves it, not after the fact.

In the May 2, 2022, minutes:

"Council discussion included what the layout of the project, including the Steffensmeier project will look like, if there is a current site plan, if this changes the EAW and if there are changes would those changes set the project back to the starting over point. Mr. Bass explained that nothing in the layout has changed and that the buildings Mr. Steffensmeier is proposing would act as a better noise buffer than the berm in the original design. He will work with his draftsman and can show this on his plans. • Chris Kennedy

stated these changes would not set the project back to square one, but the Council does need to see the plans and that updates should include traffic and noise levels. • Mr. Bass stated he will contact the sound engineer and have them submit information before the 3rd party review. He also stated that Mr. Steffensmeier's plans for commercial buildings would just be on a different corner of the parcel from the original plans." Were those plans and updates included in the Supplemental EAW? And again, the third-party review, I believe, should have happened before the RGU made a determination that the Supplemental EAW was complete.

At the June 28, 2022, special meeting, council votes for additional studies and to declare the EAW incomplete. At the September 12, 2022, council meeting, there was some discussion about the effects of the Motorsports Park on climate change. I was unable to discern if this information was the product of additional studies that the council agreed were needed, or a clarification and/or explanation of information already contained in the study. I understand that there are some questions you are required to respond to and others that are not required, but either way, I would appreciate an answer to this question. Also, and I have not checked, but does the Supplemental EAW include the "Steffensmeier's plans?"

I will be referring to the publication: EAW Guidelines, Preparing Environmental Assessment Worksheets, by the Minnesota Environmental Quality Board October 2013. I think the council would be familiar with this publication, but in the event, they are not, it can be easily found and accessed online. I will refer to it simply as "the guidelines."

Please refer to the bottom paragraph on the left-hand column of page 5 of the guidelines... It is the second paragraph under Preparing the EAW and begins with "Even if the proposer's data..." Also refer to the second paragraph in the right-hand column of page 5 that begins "Presenting more information..." I realize this is general guidance but given the potential environmental impact and the expertise of the Environmental Quality Board, it seems prudent and necessary that the council, as the RGU, would follow that guidance. It would not only help to clear up many questions and concerns that the citizens of Eagle Lake have shared but would give the council the information needed to make a better informed, more thoughtful decision.

Please refer to page 33 of the guidelines, 13. a. Fish, wildlife, habitat and vegetation. Please refer to all three paragraphs, paying special attention to the last three sentences that read, "Keep in mind, however, that it is the responsibility of the RGU to determine the nature and significance of any project-related impacts. It often is necessary to hire a specialist to conduct a filed survey of the site. This is especially true if unusually valuable or extensive habitat may be impacted."

Please refer to the top of page 34 of the guidelines. It reads, "Determining the presence of key habitats should be done by direct observation and/or by using existing GIS data. Key habitats have not been mapped, but there are other GIS data sources that can assist in identifying potential key habits..."

In Appendix C of the original EAW, one of the communications states, "As such, the National Heritage letter dated November 1, 2018, is valid until January 2, 2021. I think the project would need to get a current National Heritage Review.

In the Supplemental EAW I believe the Eagle Lake survey data, Table 1, beginning page 10, is out of date. The most recent information is based on June of 2011, if I am not mistaken. In light of the RGU's responsibility to determine the nature and significance of any project-related impacts, and the

recommendation and ability to obtain GIS data and utilize other sources, I believe a current, relevant survey of Eagle Lake needs to be completed before the Supplemental EAW can be approved or be part of an EIS.

I also had concerns about the recommendations in Joanne Boettcher's letter and whether and to what extent the city considered or followed those recommendations. I spoke to Joanne on the phone this morning and she informed me that she would be submitting her comments to you regarding the Supplemental EAW so I will leave that to her.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Nancy Reasor". The signature is written in black ink and has a fluid, connected style.

Nancy Reasor

October 20, 2022

City of Eagle Lake
Attn: Jennifer Bromeland, City Administrator
705 Parkway Avenue
PO Box 159
Eagle Lake, MN 56024

RE: Supplemental Environmental Assessment Worksheet (EAW)
File name in hyperlink on city's website: Supplemental EAW – Signed – September 2022
File name/type once downloaded: MMS_Supplemental_EAW_September_2-22_-_Signed.pdf

Dear Jennifer,

With regard to the supplemental EAW for the proposed Mankato Motorsports Park (MMP), I am submitting this letter of written comments. Although I am submitting these comments as a resident of this city, I will note that I hold an undergraduate degree and two graduate degrees in ecology and conservation biology, with my graduate research focus being in the subjects of avian ecology and wildlife management. For this reason, I acknowledge that I see this issue through a very different lens because of my educational background and long-held passion for outdoor recreation and natural resource issues.

My substantive comments and concerns to the supplemental EAW are highlighted below in a summarized, bulleted format beginning on page 3. However, I want to first reiterate some personal reflections I made back in 2020 during the first EAW review period and add some additional commentary. My husband and I have been renting a townhome in Eagle Lake for 10 years now. We've lived in several other cities in two other states in the Upper Midwest, and this has by far been our favorite place to call home. To be clear, I am not anti-development. We've witnessed a lot of development in this city during our time here, and I've never felt drawn to be active participants in the process because I understand that some development is necessary and beneficial to the city, its operating budget (tax base), and its citizens.

But I also firmly believe we need to be wise in the type of development we bring to Eagle Lake. The city's main webpage describes us as *"a small city with a family friendly atmosphere – a safe, quiet community located just a few minutes from the large regional center of Mankato. Although many residents work outside of the city, they enjoy the friendly neighborhoods they come home to."* When I picture a friendly neighborhood to come home to and the type of commercial growth that fits with our family friendly atmosphere, I envision: family-friendly businesses (e.g., "Ma & Pa" restaurants, coffee shops, day care centers, senior living facilities, gyms); parks, sidewalks, and streets that allow us – particularly our youngest residents – to enjoy the outdoors and recreate and travel safely around town; and a bit of residual green space and other habitat that makes room for wildlife who are already being pushed out of their home ranges from continued development and the resultant habitat fragmentation and degradation that comes with such development. Minnesotans very much value their wildlife, even if

they don't realize it in their everyday lives. Consider the family of foxes that has twice drawn the residents of this city together in wonderment and awe at their antics! I also envision having businesses that our average citizens can afford to frequent on a regular basis. ***In short, I envision development that helps us maintain our sense of place while still growing as a community and growing our economy.***

I do **NOT** picture any of this in my mind when I picture the MMP. I strongly feel that locating a noisy, commercial business frequented most often by people who do not call Eagle Lake home will not contribute to our small city, family-friendly atmosphere. I disagree with the belief that the members of the MMP will be spending a significant amount of their time in Eagle Lake. They'll either have what they need at the MMP, or they'll head to Mankato which has more amenities.

Additionally, if not properly mitigated, monitored, and brought into compliance, the noise from the proposed location will more significantly impact those of us who reside closer to the MMP (e.g., those of us residing between Highway 14 and Parkway Ave vs. residents on the south end of town). For my family in particular, I will be able to both **SEE and HEAR** this track from my living room window. I fear the increased noise will not allow us to open our windows on beautiful summer days. Unlike other tracks developed in other cities and states, there are no trees or other obstructions to block the noise coming across the open landscape (in this case, a wetland and a large, open field) towards us. Yes – there is currently some highway noise. But it's a constant, low-level "hum" that becomes just part of the background noise. Adding a car track with loud, speeding sports cars braking hard to make their corners and turns is not the same as the ambient background noise of a highway.

I also fear that adding pavement in this area will increase the risk of flooding for the creek that passes through my part of the neighborhood since the water flows in our direction. Even without this development, this creek rises quickly and overflows its bank with heavier rain events. Heavier, more extreme precipitation events are predicted to occur more frequently with climate change with every month except July expected to be wetter (see summary of a recent University of Minnesota study here: <https://www.house.leg.state.mn.us/SessionDaily/Story/17399>). Adding pavement reduces the ability of the landscape (even in tiled row crop fields) to absorb some of that rainfall and may worsen the flooding in the creek near me. Additionally, any greenhouse gas emissions from cars on this track will add to overall climate change concerns. Some proponents of the track are suggesting that electric sports cars will be used on this track; however, I'm left wondering how quickly most/all sports car enthusiasts will really make that switch.

Finally, I have serious concerns about the impact of this development to a specially designated wildlife shallow lake (see <https://www.dnr.state.mn.us/wildlife/shallowlakes/designation.html>). Eagle Lake is one of only ~60 lakes in our state with this designation. Duck hunters in the area regularly hunt it during waterfowl season. (In fact, I ran into a duck hunter on the trail who was scoping out the lake just before this year's opener, and he indicated that he opposes the MMP development but fears speaking up about it.) But they are not the only outdoor recreationists enjoying this underrated natural resource gem in our area. The added value of this special lake is that the Sakatah Singing Hills State Trail runs through it. During most seasons of the year, a variety of other outdoor recreationists – including runners, walkers, anglers, bicyclists, and birdwatchers – enjoy this lake and trail.

Ultimately, I feel very strongly that there has to be a better location for the MMP in the area than directly across from the primary residential portion of our city and directly adjacent to a specially designated wildlife lake with heavy use by outdoor recreationists. If the developer were truly interested in being a part of this community, they would listen to the concerns of the citizens and find a more suitable location – further away from our homes and with less impact for the lake, the trail, and its existing users. It seems apparent from social media posts that future MMP members and other potential users of the car track are excited for this opportunity and have the money to spend enjoying it; thus, I firmly believe they'd be willing to drive a few more miles to get to it while still being within easy distance to the regional airport.

With that said, my major specific concerns and comments regarding the **supplemental EAW only** are detailed below. I am not including concerns or comments provided in my previous written comments associated with the original EAW here, as I assume that my previous comments remain a part of the official record.

5 - Project Location

- Text on page 2 describes that the first location considered (off of CSAH 12) was dropped due to constraints around the requirements for buffers for the noise barriers and concerns for noise from the road course which “could have a discernable effect on both wildlife and residential habitants in the area.”
 - Why are these same concerns not applicable to the new location? The project developers seem to admit here that noise is a concern despite the barriers at this first location but are not willing to admit that noise is a concern for residents and wildlife in Eagle Lake. The noise from the track will add to existing highway noise, not be somehow hidden or muted by it.

6 – Project Description

Part a – EQB Monitor Description

- Is a hotel and entertainment center still being considered? We've been given conflicting information on this aspect of the development and I believe it was suggested by the developer at some point that, due to the economic impacts of COVID, the hotel and entertainment center were no longer being considered. It is this conflicting presentation of plans (current and future) that have led to concerns about trust, transparency, and whether the full impacts of this development are being considered.

Part e – Future Development

- No box is checked.
 - In order for the City Council to weigh the full impacts of this potential development, it should be made clear if future stages/phases of development are “likely to happen.” Given that a lot has happened between 2020 and now (particularly the pandemic and its economic impacts), the developer should be asked to revise this section accordingly to reflect their most up-to-date intentions.

7 – Cover Types

- It is important to note that tallgrass and shortgrass prairie needs to be regularly managed in the ways suggested (e.g., prescribed burns, haying, mowing, targeted herbicide application) to prevent woody encroachment and maintain its value to prairie-associated wildlife and insects, including pollinators. Given the proximity of trees to this development, woody encroachment may take over within just a few years (2-4) if not properly managed on a regular basis.

11 – Water Resources

Part a – Surface Water & Groundwater Features

- This supplemental EAW relies on referencing the 2020 EAW as remaining part of the official record. However, the 2020 EAW fails to mention in this section that Eagle Lake holds special importance as a formally designated wildlife shallow lake (see <https://www.dnr.state.mn.us/wildlife/shallowlakes/designation.html> and associated links found there). This is an important oversight on the part of the original EAW.
 - Although the special designation is not mentioned in this supplemental EAW in this particular section but is mentioned later on, including in Section 13a on page 10.

13 – Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features)

Part a – Resources/Habitats/Vegetation

- Text in this section suggests that DNR has no interest in actively managing this lake since they have not done any drawdowns since the designation in the late 1970s or early 1980s. However, an email from DNR wildlife manager Stein Innvaer dated June 25, 2020 (which starts on page 68 of the supplemental EAW) states the following:
 - *“We are currently developing a management strategy that will at times require drawdown of water level in the north basin, primarily for fish management, but will also provide for separate water level manipulation of the south basin as needed to maintain vegetation and water quality. Finally, I want to clarify our near term plans for Eagle Lake. Specifically, we currently have a preliminary design and feasibility study in hand that was completed in cooperation with Ducks Unlimited, Inc., to replace the existing dilapidated and leaking water level control structure. It is my hope that this project will move to final design and eventual construction in the near future. This new structure will allow for more efficient and effective water level management on Eagle Lake, in accordance with the goals established when the lake was designated... While this (MMP) project diminishes the relatively remote and secluded nature of this lake, it remains an important and vital remnant of shallow lake habitat that has mostly disappeared from southern Minnesota.”*
 - Thus, the DNR has clearly indicated that they have intentions to more actively manage this lake via draw downs once they can update their water control structure.
 - Additionally, the DNR wildlife manager indicates that the MMP diminishes the value of the lake.
- The text and table provided in this section also summarize bird observations anecdotally noted during lake surveys, stating *“While methodology was not always consistent... these surveys do*

provide a species snapshot. The surveys do not provide an exhaustive list of all species that may use Eagle Lake.”

- The developer’s and EAW report authors’ use of anecdotal, inconsistently collected data using different methodologies to try to document the wildlife species richness of this lake seems lazy and is just bad science. The authors of this EAW should have basic scientific training to recognize the issues with using these DNR reports – which were likely compiled with other main objectives in mind (and anecdotal observations seemingly being ancillary) – for the purposes of this EAW.
- In a later paragraph, the authors refer to a USFWS data source that generated only two migratory birds for the project area. Anyone with a bare minimum of wildlife identification skills who is paying attention to this lake at all, particularly those trained in EAW report preparation, should be able to document themselves that more than two migratory bird species use the lake. Thus, in my opinion, the suggestion that there is a paucity of data to go on and include in this supplemental EAW is just misleading at best and reflects a minimum amount of effort put into detailing the wildlife associated with this lake for the purposes of this environmental assessment.
 - Many other data sources exist that could have been relied upon to come up with a more complete list of species observed in this area, including Breeding Bird Survey data, eBird data, and iNaturalist data. All of these options are open sources and freely available to the public, but also have staff behind the scenes who can assist with retrieving data if needed. Additionally, the Minnesota Ornithologists’ Union (<http://allbirds.org/>) could be used as an additional data source.
 - If anecdotal observations are going to be used to document wildlife species occurrences in/around Eagle Lake, then I’m again offering up my personal (and incomplete) list of observations:
 - Mammals: white-tailed deer, red squirrels, fox squirrels, gray squirrels, muskrats, various small mammals (e.g., mice, shrews, voles), least weasels.
 - Birds: trumpeter swans, Canada geese, American coot, grebe sp., mallard, various other species of dabbling ducks, various species of diving ducks (e.g., mergansers, bufflehead), **sora**, killdeer, wild turkey (broods also observed), ring-necked pheasant, **common nighthawks**, belted kingfisher, tree swallows, barn swallows, cliff swallows, red-winged blackbirds, **blackbird sp. (appeared to be a rusty blackbird during migration but was not confident enough to report)**; common grackles, baltimore orioles, great-crested flycatchers, yellow warblers, kinglet sp., white-throated sparrows, American goldfinch, various other species of sparrows. (Species shown in bold are generally considered species of concern.)

Part c – Project Effects

- I’m glad to see that a more thorough description of the negative impacts of noise on the surrounding wildlife has been addressed here. However, considering that there has been a poor attempt to document the entire suite of species that exist in this project area, it is premature to

say that “most of the wildlife species in the study area already tolerate some measure of human activity.”

- I encourage further studies of the noise impacts to be conducted that evaluate noise levels in multiple locations and multiple heights in the vegetation canopy, including: the outer edge of the trees (outside buffer of the lake) at ground, mid-canopy, and upper canopy levels; the inner edge of the trees at all three heights; the wetland vegetation at mid-canopy and top of it’s canopy, the center of the lake itself, and at multiple points along the state trail including the fishing dock. This more complete assessment would cover more of the microhabitats and nesting areas that wildlife species, particularly birds, are using.

Thank you for taking the time to review my input. Concerns about trust, transparency, open communication, and conflicts of interest have muddled this conversation throughout these past few years. Given how ugly it has gotten at times, some citizens have been afraid to speak up in opposition of this development. I sincerely hope that the City of Eagle Lake will take the time to fairly weigh all comments and concerns regarding this project from those of us willing to speak up.

Sincerely,

Nicole Davros
101 Valley Lane
Eagle Lake, MN 56024
ndavros@state.mn.us
515-231-5615

From: Darwin Niss <darbniss@gmail.com>
Sent: Wednesday, September 21, 2022 7:45 AM
To: Jennifer Bromeland <jbromeland@eaglelakemn.com>
Subject: Motorsports park

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning, Here is my comment regarding the subject.

We already have enough noise from the trucks on the highway and the trains. We do not want more noise from the Motorsports Park.

Darwin Niss

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
1	Katherine Lind, MnDOT Environmental Review Specialist	9/21/2022	General	Where can one access the 2020 EAW that is referenced throughout the Supplemental EAW?	Email response provided on location to download the 2020 EAW from the City's website, https://eaglelakern.com/eaw	
2	ACOE	9/27/2022	Permits	We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal. Please note that initiating work in waters of the United States prior to receiving Department of the Army authorization could constitute a violation of Federal law. If you have any questions, please contact the Project Manager.	Any potential direct or indirect wetland impacts will be coordinated prior to work commencement.	Required Permits & Approvals
3	Angela Piltaver; MnDOT District 7 Planning	10/3/2022	Review Process	Should MnDOT review the entire EAW again, or is this process intended to focus on just the new information?	Email response provided to indicate the review should focus on the new information.	
4	Angela Piltaver; MnDOT District 7 Planning	10/5/2022	Review Process	Are the car condos intended to be regularly inhabited in some way (i.e., owners would stay there overnight on occasions they might be visiting the track) or are these intended to be used only during daytime/track hours?	The city's findings clarify that the car condos are not residences, but provide storage for cars, along with amenities for car owners.	Supp. EAW 2022, Appendix A, page 2, footnote 2
5	Rachel Gralnek; ACOE	10/6/2022	Permits	A Department of the Army (DA) permit would be required for your proposed activity. The project may be subject to Section 10, Section 404, and CWA 301(a).	Table 3: Required Permits & Approvals	EAW 2020, Table 3, page 6
6	Joanne Boettcher, MnDNR	10/20/2022	Alternatives	The proposed project location is along the Eastern side of South Eagle Lake, a Designated Wildlife Lake and Natural Environmental Lake. We encouraged the project to consider alternate locations that would not impact natural resources. The supplemental EAW indicates that two locations were considered, and the proposed location was the more feasible of the two. We again encourage the project to identify alternate locations. There is no reason that the motorsports facility must be placed next to this resource. If this location is pursued, we	As identified in the MnDNR Natural Heritage Review letter dated November 16, 2022, the following actions will be employed to avoid or minimize potential impacts to the Designated Wildlife Lake. These actions include: Avoid the removal of shoreline vegetation, Implement stringent/redundant erosion prevention and sediment control practices, Prevent	Appendix C, MnDNR Natural Heritage Review letter dated November 16, 2022

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
				will continue to express concerns about this project location through additional permitting processes.	the spread of invasive species, Use only herbicides approved for application within shoreline/riparian areas, Minimize use of fertilizer.	
7	Joanne Boettcher, MnDNR	10/20/2022	Natural Resources	Our primary concern in citing the proposed facility adjacent South Eagle Lake is that wildlife, particularly waterfowl and other avian species, will be impacted by this project. We recommended that an in-depth wildlife use and risk analysis study be undertaken. However, the EAW notes that such a study was deemed unnecessary because the noise modeling indicates that the track would produce equivalent noise to Highway 14. We are concerned about the validity of the noise modeling and again suggest that a wildlife use study be conducted. Furthermore, while noise could be the primary wildlife disruptor, noise is not the only potential impact to wildlife. We anticipate that the presence of the motorsports park would effectively drive away sensitive species, while tolerant species may be able to adapt.	This comment addresses potential impacts that may warrant further investigation before the project is commenced. The comment suggests that the potential impacts of noise may warrant further biological study. Current research indicates that further investigation is unwarranted, and that noise is unlikely to be a factor on wildlife use and will unlikely change the findings of the EAW.	Payne, Catherine J., Tim S. Jessop, Patrick-Jean Guay, Michele Johnstone, Megan Feore, and Raoul A. Mulder. 2012. Population, Behavioural and Physiological Responses of an Urban Population of Black Swans to an Intense Annual Noise Event. PLoS ONE, Vol. 7(9). Electronic document, https://doi.org/10.1371/journal.pone.0045014 , accessed November 2022.
8	Joanne Boettcher, MnDNR	10/20/2022	Noise	We are concerned about the validity of the noise modeling. The modeling report within the appendix of the Supplemental EAW estimates the existing noise from Highway 14 at three locations on the lake. The report then estimates the potential noise from the proposed project, and shows that noise from the proposed project would be similar or even less than the current noise from Highway 14. This analysis is used for justification that wildlife use and impact studies are not necessary. We believe that more details need to be provided and potentially, additional modeling should be provided in order to justify the results.	The information provided in the Supplemental EAW was additional modeling to supplemental the modeling that was already completed in the original EAW. The noise modeling study indicates that the proposed facility can operate within the State noise rules given a combination of noise mitigation with barriers or structures and/or control of the maximum noise levels from the cars expected to operate on the track.	EAW February 2020, Appendix D Noise Analysis Report, page 18.

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
9	Joanne Boettcher, MnDNR	10/20/2022	Noise	The modeling report does not appear to accumulate the effect of noise. Instead, the report shows the existing noise from Highway 14 and the proposed project noise separately. The proposed condition should model the combined noise of Highway 14 and the proposed project simultaneously. As currently reported, the effect of the project could be misleading as the cumulated noise would be louder than each noise individually.	Noise from highway and development cannot be cumulated. Noise propagates best under inversion conditions which typically occur at nighttime and early morning hours. Track will not operate at night, so maximum noise from the track typically is not at the same time as maximum noise from highway.	Supp. EAW Slides: Slide 6
10	Joanne Boettcher, MnDNR	10/20/2022	Noise	More details on the noise modeling should be provided to provide confidence in the modeling results, and the modeling details need to be understandable to an audience who does not have expertise in such modeling. For instance, how does the modeling represent high performance vehicles? We understand that high performance vehicles often have modified exhaust systems which make them louder. What are the peak speeds expected by such vehicles and the associated noise from an individual vehicle? How does quick acceleration affect the noise from performance vehicles? From a commonsense standpoint and from personal observations of high performance vehicles, it seems likely that such vehicles accelerating to speeds in excess of 100 miles per hour would generate substantially more noise than a truck traveling 65 miles per hour.	Vehicles using the track will be street legal vehicles. Different vehicles have different emissions. Vehicles with different emissions were modeled in the original Noise Analysis Report.	EAW February 2020, Appendix D Noise Analysis Report, pages 15 and 16.
11	Joanne Boettcher, MnDNR	10/20/2022	Noise	Even if the noise at any one point may not be substantially different than the pre-project condition, the change to the ambient noise conditions throughout the season could be substantial. Modeling should be provided which includes analysis and visual representation (charts) of the noise throughout the year and the noise through key wildlife use periods, comparing the pre-project and post-project conditions.	The pre-project and post-project with berms and noise wall scenarios have been modeled and were presented in the original Noise Analysis Report.	EAW February 2020, Appendix D Noise Analysis Report, pages 5, 12, 13, 15, and 16.
12	Joanne Boettcher, MnDNR	10/20/2022	Noise	The effect of the noise mitigation/abatement should be modeled. Three scenarios should be reviewed, the pre-project, post-project, and post-project with berms and noise walls.	The pre-project, post-project, and post-project with berms and noise wall scenarios have been modeled and were presented in the original Noise Analysis Report.	EAW February 2020, Appendix D Noise Analysis Report, pages 5, 12, 13, 15, and 16.

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
13	Joanne Boettcher, MnDNR	10/20/2022	Noise	The noise compliance plan and resolution process should be more specific, and the project should offer more commitments regarding vehicles that are deemed excessively noisy. The plan should be fully enacted prior to track use. Information in the documentation thus far is not specific and does not identify how the Eagle Lake Sound Committee will function, how sound detecting equipment will identify sounds that could impact wildlife, how quickly corrections will be made, and other critical details.	Comment noted.	
14	Joanne Boettcher, MnDNR	10/20/2022	Air Quality / GHG	The supplemental EAW includes a greenhouse gas analysis. The analysis does not include one potentially large source, however. The EAW notes that this project is a destination location for those traveling in from the local airport. Greenhouse gases from airplane travel are a significant source of greenhouse gas emissions and should be included in the analysis.	Project is not anticipated to have an impact on adjacent airplane or railroad travel and therefore these emission levels should remain static regardless of the proposed project.	

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
15	Joanne Boettcher, MnDNR	10/20/2022	Natural Resources	<p>The supplemental EAW summarizes wildlife and vegetation shallow lake surveys previously sent by DNR staff. These reports illustrate a one-day visit and are not intended to provide a full picture of wildlife use from day to day or throughout the year. We again recommend that the project undergo an in-depth wildlife use study (focusing on avian use) for the lake including nesting, migration, and other activities. Such study would be conducted by the project and include sufficient scientific rigor and standard techniques at biologically relevant times. DNR would like to review the study plans before the studies are conducted.</p>	<p>The comment addresses that potential impacts of noise may warrant further biological study. Current research indicates that noise is unlikely to be a factor on avian use and will unlikely change the findings of the EAW.</p>	<p>Payne, Catherine J., Tim S. Jessop, Patrick-Jean Guay, Michele Johnstone, Megan Feore, and Raoul A. Mulder. 2012. Population, Behavioural and Physiological Responses of an Urban Population of Black Swans to an Intense Annual Noise Event. PLoS ONE, Vol. 7(9). Electronic document, https://doi.org/10.1371/journal.pone.0045014, accessed November 2022.</p>

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
16	Joanne Boettcher, MnDNR	10/20/2022	Mitigation	<p>Aside from the primary content areas of wildlife impacts and greenhouse gas estimates, we encourage the following:</p> <ul style="list-style-type: none"> • Mitigate wetland impacts within the Eagle Lake basin. • Provide a vegetation management plan for comment, including a landscaping plan and seed mix(es). The use of native prairie plants is good, but the success is dependent on the selecting the correct mix for the conditions, and there may be opportunities to integrate native trees and shrubs to help screen visual, noise, and fume impacts. If haying or mowing is used as a prairie management tool, restrict to after July 15. • Ensure proposed activities, including those for vegetation management (herbicides and burns), are consistent with rusty patch bumble bee management. This is in a low potential zone for the rusty patch bumble bee. • Include stormwater ponds to prevent runoff and water quality degradation to Eagle Lake. • Use lighting that reduces ecological impacts, which may include lighting directionality, type, lumens, wavelengths, shielding, duration, frequency, seasonality, or energy source. 	<ul style="list-style-type: none"> • Mitigation will be achieved through MN Wetland Conservation Act permitting procedures, along with Section 404 of the Clean Water Act. • A landscaping plan will be developed during final design. • Reseeding and landscaping material will be free of any invasive plants or plant parts and will be focused on the use of native plants. The project will also work to minimize disturbance to areas not planned for construction. When possible, the MnDNR Conservation Management Guidelines for the Rusty Patched Bumble Bee (USFW52018) will be followed. • The development will meet all state and local water quality measures. Measures include, but are not limited to, stormwater retention ponds, bioretention swales, raingardens, and other stormwater control features. Other stormwater management features will be determined during the final design. • Lighting will follow City Ordinance Section 6.240 Landscaping and Screening, Supd. 6. Exterior Lighting. Full cut-off lighting, with wattage and lumen levels similar to those typically found in similar developments will be used. 	<ul style="list-style-type: none"> • EAW February 2020, page 17 • FOF&C 2020, page 42-47 • FOF&C 2020, page 42 • EAW February 2020, page 14-15 • Supp. EAW 2022, page 14
17	Darwin Niss	9/21/2022	Noise	We already have enough noise from the trucks on the highway and the trains. We do not want more noise from the Motorsports Park.	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
18	Gary Borchart	9/28/2022	Noise	How many cars were used at one time on the track for the modeling?	The modeling was based on 20 cars operating 50 minutes per hour at 2 minutes per lap.	Supp. EAW 2022, Appendix E, page 2 in caption under Table 2
19	Gary Borchart	9/28/2022	Noise	Why was data only used for one county road, CR 27 and 14? Why was there no other bases on that?	Noise from the CR 27 and Highway 14 intersection is expected to represent the background noise at receptors R2, R3, and R4 during the 2020 Noise Analysis.	
20	Gary Borchart	9/28/2022	Noise	Receptors 1 and 2 were on the lake. Why couldn't you get any modeling from those?	The model works uses "soft surfaces" of the landscape, it cannot account for "hard surfaces" such as surface water.	
21	Mary Jane Petersen	10/10/2022	Air Quality / GHG	The proposed motorpark would add 35,407.15 metric tons of carbon dioxide annually to our air. (This includes construction figures annualized). This is 35,221.87 metric tons MORE ANNUALLY than current existing conditions. a. Page 17 (of supplemental EAW): "Vehicle emissions are known to contribute to global climate change impacts" b. Page 17: "the state of Minnesota has implemented a climate action plan to address GHG emissions". Current goals are to reduce GHG emissions by 25% (of 2005 levels) by 2025 and further reduce by 80% by 2050. c. Page 20: "This project will contribute to climate change"	Comment noted.	
22	Mary Jane Petersen	10/10/2022	Noise	A noise study was completed in February 2022 and I feel an explanation of the effects of snow cover on the measurement of noise should be included. Also, I don't believe our community needs to bear the burden of extra, compounded noise sources (motor park PLUS highway noise) disrupting our rural lifestyles. a. Page 12: "...effects on wildlife are possible from noise generated by regular use of the site and maintenance of the facility" b. Page 13: "There is the potential for noise impacts to wildlife during operations." c. Page 13: "...there is little published on calculating and analyzing noise effects on wildlife from non-highway focused projects"	Snow was not considered because the track will be operated seasonally during the snow-free months; it will not be operated in the winter.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
23	Mary Jane Petersen	10/10/2022	Visual	While acknowledging the proposed track would not be lighted and would have operating hours of 9am to 6pm, it is stated that the track would have lights in its parking areas, pedestrian walkways, and around buildings within the motorpark after 6pm for "nighttime safety, security and utility". This presents a change to the natural environment for wildlife/waterfowl April to October each year. a. Page 11-12 (of supplemental EAW): The Bald Eagle breeding season is from December through August"	This comment does not address the accuracy and completeness of the materials contained in the EAW, potential impacts that may warrant further investigation before the project is commenced, or the need for an Environmental Impact Statement (EIS) on the proposed project.	
24	Mary Jane Petersen	10/10/2022	EIS Need Decision	I would like the City Council of Eagle Lake to vote in need of a full Environmental Impact Statement for the proposed Mankato Motorpark. The current EAW itself implies that there will be lasting effects on wildlife and climate from the proposed Motorpark. I believe the quality of our rural life should be preserved, including maintaining our natural areas and air quality for future generations. The City of Eagle Lake should do its share in mitigating climate change rather than contributing to it. Our natural resources are not infinite. Wildlife that flees will not return, bald eagles will find better grounds, the air quality will not return to prior levels. I ask you to consider these issues and vote for an EIS to be performed. Thank you for your consideration.	This document codifies the City's determination that this environmental review and proposed mitigation efforts will reduce any potentially lasting environmental impacts from the proposed project. Permit and approvals will be required prior to any project commencement.	
25	Randy Petersen	10/12/2022	Natural Resources	On Page 16 (of the EAW) it says "considering the above, the existing conditions of bio diversity, habitat and wildlife species present within the area are not expected to change substantially as a result of this project". What I take from this statement is that there will be changes in habitat and wildlife. Let's find out how much.	Impacts/project effects on biodiversity, habitat, and wildlife species within the Study Area are discussed in section 13, subsection c.	Supp. EAW 2022, page 12-15
26	Randy Petersen	10/12/2022	Air Quality / GHG	This proposed facility is going to produce 35,407.15 metric tons of CO2 annually. In addition, it is expected to also produce 21,787.2 metric tons of CO2 annually from vendors, employees and patrons going to and from the proposed facility.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
27	Randy Petersen	10/12/2022	Noise	On page 12 it states " ...effects on wildlife are possible from noise generated by regular use of the site and maintenance of the facility.	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed.	
28	Randy Petersen	10/12/2022	Noise / Wetlands / Alternatives	On page 2 of the EAW it says (in paragraph 2) in reference to the first location considered, "...noise from the road course could have a discernable effect on BOTH wildlife and residential habitants in the area". In paragraph 3 it states "with wetland impacts limited to wetlands that have been impacted by agriculture and the already high noise levels in the area, the preferred location of the road course is a better fit than the original location". I'm wondering where our common sense is. Noise at the first considered location doesn't work, but noise at the proposed location (which has more noise at baseline) is OK??? That doesn't make sense to me.	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed.	
29	Randy Petersen	10/12/2022	Purpose & Need	I also feel compelled to say I'm having a hard time understanding why the City of Eagle Lake wants this motorsports park. Eagle Lake is a small, rural community and, as such, I'm sure that's why its citizens live here...for the slower pace, less travel, quiet and friendly neighborhoods. What is the benefit of the motorsports park? Is it just money? Tax revenue? Is this the direction you want to take the City of Eagle Lake? Personally, I choose the preservation of the environment and reduction of anything that promotes climate change. I feel this decision would be best for my grandchildren and all future generations.	Comment noted.	
30	Randy Petersen	10/12/2022	EIS Need Decision	I would like the City Council of Eagle Lake to vote YES for the need of a full EIS. Because of the effects on wildlife, the noise that will be generated and the addition of greenhouse gases produced, the need for an EIS is imperative.	This document codifies the City's determination that this environmental review and proposed mitigation efforts will reduce any potentially lasting environmental impacts from the proposed project. Permits and approvals will be required prior to any project commencement.	

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
31	Dennis Wendland	10/17/2022	Noise	An advocate for the Mankato Motorplex stated in a meeting that combine noise was about equal to a speeding car. My question is: how many hours of ag. Noise (combine + tractor) is there during the year vs. how many hours of open track time there is? Especially during nesting season!	Understanding the noise of a tractor and combine is outside the scope of the EAW,	
32	Cindy Guentzel	10/20/2022	General	I went on the Eagle Lake website and the first paragraph states "Eagle Lake is a small city with a family friendly atmosphere-a safe and quiet community," I totally agree! People want quiet enjoyable days and evenings in Eagle Lake. A noisy Race Track does not fit.	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed.	
33	Cindy Guentzel	10/20/2022	Natural Resources / Farmland	So many concerns for the damage that will be caused to good farm land being blacktopped for a race track which is only to benefit some wealthy car owners hobby!! I understand the track is not open to the public entertainment.	The track will be available for public participation for driving events, including performance driving schools, teen driving school, and exotic car rentals.	EAW February 2020, page 2
34	Cindy Guentzel	10/20/2022	Natural Resources	Damage to wildlife! "They" say NO! How can it not!? Having farmed part of the proposed property for years, I can attest to the many beautiful deer, rabbits, geese, fox, etc. so where do they go? From farm land to asphalt and concrete.	The developer is creating a landscaping plan which will include landscaping options that deter wildlife from entering the track facility. This includes restoration of non-track related grass areas adjacent to the track to natural/native prairie grasses that are known to deter geese from gathering. Also , the extension of the noise wall structures around the track will deter flightless wildlife from entering the track facility. The developer is prepared to take further action in the event that issues arise with geese/wildlife onsite. The landscaping plan will also restore the site to natural "prairie" vegetation where possible.	Findings of Fact and Conclusions, May 2020, pages 44 and 45.

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
35	Cindy Guentzel	10/20/2022	Traffic	How will all of the extra traffic on Highway 14 be managed? We all know this is a very dangerous intersection?	The traffic impact study determined that there are no anticipated impacts to TH 14 and that the intersection of TH 14 and CR 27 continues to operate at an acceptable Level of Service (LOS) A with or without the proposed development.	EAW February 2020, page 30, Appendix E
36	Cindy Guentzel	10/20/2022	Project Description	There are rumors more buildings will be built besides those that are in the current proposal.	Should additional facilities be constructed above and beyond the scope of this environmental review, the city may require additional environmental reviews be completed prior to any new construction.	
37	Cindy Guentzel	10/20/2022	General	In summary, I truly feel it is not in the best interest for the majority of Eagle Lake and surrounding area citizens to deal with the negative impacts of this project. If this goes thru, it comes down to some wealthy car owners, gaining a nice Race track for them to play at, while us average citizens are not invited!	Comment noted.	
38	Daryl Guentzel	10/20/2022	Noise	I understand the permissible noise Limit is to be 110 decibels? As I've pointed out earlier, I googled a comparison noise level and that 110 decibel is equal to a loud train horn! The promoters of this track claim there will be NO drag strip racing. A dragster noise level is even much higher. It comes in at 150-160 decibels. This is deafening! What course of action is in place if the promoters later come back requesting drag racing or other added noisy events?	The track will be in compliance with Minnesota Noise Standards as stated in the Original EAW Noise Analysis Report. The Sound Committee will monitor noise conditions at the track and enforce MPCA noise standards.	
39	Daryl Guentzel	10/20/2022	Project Description	Our son has spoken numerous times with the owners of a similar track in Hastings MN. And Nebraska track. Both of these experts say this Mankato Sports track is not viable without a Drag strip, and opening up to large paying events. The larger the events the larger problems it brings with it.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
40	Daryl Guentzel	10/20/2022	General	<p>We all love the quiet, tranquil, summer evenings being outdoors. That is being taken away on both sides of highway 14. Just so the wealthy car boys and girls can enjoy their fun. This proposal takes away the quality of life from too many people.</p> <p>I can't express all of our concerns in one e-mail.</p> <p>I strongly believe this proposal is negatively impacting so many residents lives. It is too large for only a handful of the counsel members to decide. Why not let us residents vote on this huge issue? This is a huge decision that will bring huge problems for many.</p>	Comment noted.	

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41	Erin Guentzel	10/20/2022	General	<p>In this new version of the supplemented EAW, an addition explaining the choice of location only serves to confirm the detachment and carelessness that keeps showing up throughout this process. The feigned concern about the "discernable effect on both wildlife and residential habitants in the area" is apparently meant to garner support for their decision to move the project, when in reality it wasn't well received as it also faced opposition with legitimate concerns. This supplemented EAW states that this "ideal" piece had several constraints such as wetlands (present in the currently preferred location), noise from the train and airport (both present in the currently preferred location), and the "noise levels at this site which is set in a rural setting with limited noise disturbance". So, it's admitted that there would be concerns for the noise levels in a rural setting between an airport, railroad tracks and a city of 30,000+, but what is the area next to small town near a designated wildlife lake? RURAL. Longtime homesteads, a small cemetery, and agricultural land already affected by the ever-increasing noise from a 4-lane highway and being under the regular flight paths of the aforementioned airport. This section finishes with "With wetland impacts limited to wetlands that have been impacted by agriculture* and the already high noise levels in the area, the preferred location of the road course is a better fit than the original location." It simply takes looking at a map to see that a project such as this is NOT a good fit in either spot if they want to avoid the hassles of noise complaints.</p> <p>*These wetlands "impacted" by agriculture have been so for decades. Wildlife such as sandhill cranes, deer, geese, etc. still utilize the area for grazing and other resources. A road course, accompanying buildings and regular activity are not a comparable replacement.</p>	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed. This document codifies the city's environmental review process. Permits and approvals will be required prior to any project commencement.	
42	Erin Guentzel	10/20/2022	Project Description	<p>If the developer doesn't plan to build a hotel or entertainment center, they should NOT be included in this EAW. This back-and-forth of "hotel, no hotel, hotel, no hotel" and subsequent conversations about whether or not it should be included is irresponsible, especially since the initial traffic study was based on traffic from the hotel and the entertainment center - NOT the track use.</p>	Any potential uses for the proposed project location are considered during the environmental review process. If additional facilities or construction are requested at a later time, the city may require additional environmental reviews.	

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
43	Erin Guentzel	10/20/2022	Future Development	In the initial EAW it was shown that no future development was planned. Neither box is checked in this version. Why are these key points missed?	The Supplemental EAW was required to address the main concerns of the Appellate court case only, not every section of the EAW.	
44	Erin Guentzel	10/20/2022	Cover Types	These attempts to "blend in" with tall prairie grasses, native pollinator grasses will draw wildlife and insects that may not be welcome to this facility. Geese, sandhill cranes, bees, butterflies, etc. fly so the "noise barriers" and berms will be pointless to wildlife looking for food. The presence of geese is heavy in the Eagle Lake area during the spring-summer months. At what point will measures - and what kind? - be taken to discourage these visitors when they cause disturbance to track users? With the lake being a permanent part of the landscape, these visitors will either be regularly present or they will be forced away from their habitat.	These future possibilities are speculation and are not within the scope of EAW to address.	
45	Erin Guentzel	10/20/2022	Land Use	At the meeting on July 6, 2020 it was pointed out that the "Land Use" table was incorrectly edited to make the following changes for a Natural Environment: Public, semipublic was changed from (C) Conditional Use to (P) Permitted Uses Industrial was changed from (N) Not permitted to (C) Conditional Use This is a fixed table. The correction showed up in the signed document dated July 6, 2020 but the unsigned and incorrect version was included with the supplemented EAW. Errors such as this contribute to the concerns of cut corners and other red flags that have flown with this proposed project.	This is regarding the Eagle Lake Shoreland Ordinance (July 6, 2020) and outside the scope of the EAW.	

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
46	Erin Guentzel	10/20/2022	Water Resources	<p>'Discuss direct and indirect environmental effects from physical modification of wetlands'</p> <p>In this version of the supplemented EAW, the wetlands are now all "Type 1" when initially 2 others were "Type 2" and a 3rd one was "Type 3". At no time has there been a discussion included in a version of the EAW that addresses the impacts of the disturbed wetlands on the wildlife, only about how those wetlands affected the track layout. Wildlife has been present in the proposed project area, most often where wetlands are located. With these wetlands disturbed or removed altogether, where are the wetland credits going to benefit the local wildlife being displaced? This section is incomplete and needs further study.</p>	<p>This comment addresses the completeness of the materials contained in the EAW. This section uses the best available data, science, and mitigation available to EAW proposers. Any potential direct or indirect wetland impacts will be coordinated prior to work commencement.</p>	<p>Supplemental EAW 2022, Required Permits & Approvals table.</p>
47	Erin Guentzel	10/20/2022	Natural Resources	<p>Included in the supplemented EAW is correspondence from the MnDNR. Where is the updated Natural Heritage Information System (NHIS) review? Why is this information not available for residents to view if there are no rare features to be concerned about? In 2018 there were archaeological sites nearby and now it's being covered up.</p>	<p>An updated NHIS letter was requested from the MnDNR and has been included in the present Findings of Fact & Conclusions document in Appendix C. The MnDNR findings are the same as the 2019 determination letter. Regarding archaeological sites, these did not need to be addressed in the Supplemental EAW. Locational data is also protected data and not provided for public viewing.</p>	<p>Supp. EAW 2022, page 16 (EAW 2020, page 22)</p>

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
48	Erin Guentzel	10/20/2022	Natural Resources	In this correspondence DNR notes the obvious result of this project: the substantial change to the area around the lake. They stress the need for additional studies as those included are simply snapshots and do not reflect a full picture of day-to-day wildlife use. Additionally, they note the inconsistencies in provided information and asked for greater detail on the plans to limit disturbance. It's clear that while Eagle Lake is a Designated Wildlife Lake. A more recent in-depth study to fully understand the present wildlife, vegetation, etc. is needed and it is our hope that one will happen sooner rather than later. The information included in the table and included studies is 11 years old! Since that time the water levels have dropped significantly, exposing more vegetation that could encourage nesting. While the Bald Eagle's "probability of presence", is from January to April, local residents can tell you that they are regularly sighted year-round. The breeding season goes through August and currently a quiet agricultural field provides mostly peace. While it's claimed that the MnDNR NHIS review found no Bald Eagle nests, the last we saw of this NHIS review was for the former location and rubber stamped to apply approval for this entirely different landscape. This section is incomplete and needs further study.	The MnDNR letter included in the 2020 EAW was for the Eagle Lake location. The NHIS review was requested in November 2022, with the same findings and is attached to the present Findings of Fact & Conclusions in Appendix D.	
49	Erin Guentzel	10/20/2022	Natural Resources	Dismissing an agricultural field (with wetlands) as a needed resource for wildlife is simply ignorant. Geese, sandhill cranes, deer, etc. can often be seen on this land throughout most of the year (spring-early winter), depending on the crop and current stage of production. "Native pollinator grasses" in this proposed project seem meant to entice a species only to put it in danger with windshields. Being as this proposed project is being built for human entertainment, the disturbance of intrusion wouldn't be temporary.	The developer is creating a landscaping plan which will include landscaping options that deter wildlife from entering the track facility. This includes restoration of non-track related grass areas adjacent to the track to natural/native prairie grasses that are known to deter geese from gathering. Also, the extension of the noise wall structures around the track will deter flightless wildlife from entering the track facility. The developer is prepared to take further action in the event that issues arise with geese/wildlife onsite.	Findings of Fact and Conclusions, May 2020, page 44.

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
50	Erin Guentzel	10/20/2022	Natural Resources	"Very few studies....", "There is little published....", "Additional impacts....", "Is expected....", "Based on ", "Provide a good representation....", "Do not indicate....", "Due to modeling constraints....", "There are no studies....". The majority of this section admits that yes, this proposed project will have a negative effect on wildlife and it can't be proven otherwise. While it claims that some wildlife species are already tolerant of some measure of human activity, some are inherently intolerant to human intrusion. Stress, displacement, etc. from noise, fumes, human traffic, etc. Admissions also include the fact that there simply aren't enough studies to support their initial claims of little to no harm. Lack of information or outdated resources are not an excuse to accept what it is and move forward. In choosing this site the developer should have done his homework to fully understand what sort of unexpected responsibilities might arise before he made premature announcements of groundbreaking.	Comment noted.	
51	Erin Guentzel	10/20/2022	Natural Resources	An entire paragraph focuses on the idea that Mankato is growing and contributing to the increase of GHG emissions and while not quite sure of the impact because there aren't any studies, let's join them! Out of control growth is not an excuse to ignore the lack of information to prevent making a global situation worse.	Comment noted.	
52	Erin Guentzel	10/20/2022	Natural Resources	This section finishes with a short bit on how "these studies found that the proposed motor sports facility will not increase any of these known wildlife disturbances to a level that will effect wildlife of Eagle Lake or surrounding residences". I'm guessing this sentence wasn't edited out as it completely contradicts the admissions above it.	This paragraph ends with a statement : "Therefore, an in-depth wildlife use study of Eagle Lake was not conducted."	Supp. EAW 2022, page 16.

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
53	Erin Guentzel	10/20/2022	Natural Resources	Wildlife not being able to see the track isn't the issue because even if they could, geese don't care. The more their territory is encroached upon, the braver they get. Regular users of the Sakatah Singing Hills trail that bisects the body of water Eagle Lake know that the presence of wildlife is often present ON the trail and many types of waterfowl have no problem hissing (protecting their babies) at trail users simply going about their own way down the trail. At what point will the developer have to take further measures to prevent disturbances to track users? While it states that there won't be any paths to the lake, that doesn't mean track users won't keep their distance because of having a few drinks and/or being curious about catching a breathtaking view of a sun setting on a quiet lake. Do it enough times and people start asking for amenities so their trespassing on nature can be more comfortable! Will there be onsite security to discourage human disturbance of habitats and possible nesting birds?	This comment does not address the accuracy and completeness of the materials contained in the EAW, potential impacts that may warrant further investigation before the project is commenced, or the need for an Environmental Impact Statement (EIS) on the proposed project. The EAW focuses on known potential effects of proposed project. EAW does not evaluate potential human/wildlife interactions.	
54	Erin Guentzel	10/20/2022	Natural Resources	Once again, it's stated that "any noise violation will not be known until the vehicle is driven on the track". It is unacceptable and irresponsible to build a facility with activities KNOWN for noise and then decide if the vehicles will be too loud for this project to proceed. If it is so difficult to provide comparable measurements for such a big issue in regard to this proposed project, take a look at why. Is it because an actual vehicle would produce unacceptable results vs. the computerized "model"? Is it because finding a comparable scenario proves to be difficult because road courses aren't built by noted wildlife lakes for a reason?? With the "Sound Committee" is the City Council prepared to take on the additional responsibility when current meetings already run late and there is talk of adding more to handle the workload?	The Sound Committee will be composed of various members as provided in the Findings of Fact and Conclusions from May 2020: three residents of Eagle Lake (selected by the City Council), one City Staff Member or City Councilmember, and one representative of the developer (selected by the developer).	Findings of Fact and Conclusions, May 2020, page 50.
55	Erin Guentzel	10/20/2022	Natural Resources	Speaking of the surrounding vegetation and the earthen berms, I can't tell if they are trying to discourage wildlife from coming close or actually encourage habitat creation in the berms (quite possible as coyote are also present in the lake area). This section is incomplete and needs further study.	Native vegetation is proposed to meld more with the surrounding landscape. Berms are proposed to provide both visual and noise protection.	EAW February 2020, page 17 and Findings of Fact and Conclusions, May 2020, page 48.

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
56	Erin Guentzel	10/20/2022	Air Quality / GHG	This section essentially states that they can not calculate the effects this proposed project would have on climate change regionally or globally.	Comment noted.	
57	Erin Guentzel	10/20/2022	Air Quality / GHG	Lompoc Valley Motorsports Park in Lompoc, CA was chosen for a comparison with discussing the impact on construction and occupation emissions. The motorsports park in Lompoc, CA was first introduced in 2012 and was never even built, receiving its final blow in 2017 when the city decided not to apply for another grant and terminated their "Memorandum of Understanding" with the motorsports park, citing missing deadlines and cooperation concerns. The city also faced threats of lawsuits from citizens and a community organization concerned about property values, noise, etc. An Environmental Impact Review by Meridian Consultants note that the proposed project in this case created a significant and unavoidable impact to air quality, the lone serious concern initially cited by the study (discussion included). The Lompoc Valley Motorsports Park was to be a 35-acre site between the Santa Ynez River and the Lompoc Airport with two primary parks: one for off road vehicle motocross tracks and then an 1/8 mile long drag strip. 35 acres vs. 230 acres. Drag strip vs. road course with condos. Airport vs. a designated wildlife lake. California vs. Minnesota. This is not a comparable example to the proposed project.	California was chosen as a comparative dataset as the legal framework requiring assessment of GHG emissions as part of the review on environmental impacts of proposed projects is more well-established in this state. No comparable projects within Minnesota were required to report on GHG emissions at the time of the study. The response to comments in the final EIR by Meridian Consultants clarifies that implementation of mitigation measures reduced potentially significant impacts.	Supp. EAW 2022, page 18.
58	Erin Guentzel	10/20/2022	Air Quality / GHG	Additionally, a traffic study consisting of 1 day in the middle of the week 3 years ago not only was a poor representation of actual traffic at that intersection, but at that time they had zero intentions of tracking emissions. So, guesstimates are given and calculated to make a determination as though this is a 5th grade science fair project. Similarly, a fair judge would ask the student why they didn't consider emissions from surrounding factors such as the Canadian Pacific Railroad, Highway 14, or the Mankato Airport. If these factors already contribute to the noise where the proposed project's noise	Project is not anticipated to have an impact on adjacent airplane or railroad travel and therefore these emission levels should remain static regardless of the proposed project.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

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				contribution would be "negligible", wouldn't the levels of GHG emissions output act similarly?		
59	Erin Guentzel	10/20/2022	Air Quality / GHG	The calculations claim to have similar output of a current agriculture field that sees brief traffic for planting, spraying, and harvesting, Mere days vs. 7 months of traffic in that same spot. Again, it is NOT the same.	GHG Analysis of agricultural emissions follows the guidance provided by the Environmental Quality Board (EQB) utilizing the data provided by the Minnesota Pollution Control Agency and processed using the EPA's Simplified GHG Emissions Calculator (SGEC Tool) recommended by the EQB.	Revised Environmental Assessment Worksheet (EAW) Guidance 2022, page 5 & 14.
60	Erin Guentzel	10/20/2022	Air Quality / GHG	BMPs such as reducing vehicle idling times, plans to reduce electric and natural gas use, and ensuring regulated emissions-control measures are established for vehicles using the track and its resources - who will be responsible for seeing these things through? Is it going to be taking the developer's word or will this also fall to the Eagle Lake City Council to manage?	The developer will follow the plans and permits as approved by the City Council and other agencies.	
61	Erin Guentzel	10/20/2022	Air Quality / GHG	This section finishes with the admission that the GHG output would be almost DOUBLE the current conditions and that is estimates based on 1 day of traffic observation, speculation of facility use and ignoring 3 possibly major contributors near the proposed project. Additionally, because the tools and regulatory guidance don't exist yet, they can't answer to the cumulative effects this proposed project could have on climate change. Not an excuse to move forward and hope for the best. This section is incomplete and needs further study.	Comment noted.	

Table 1: Mahkato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
62	Erin Guentzel	10/20/2022	Air Quality / GHG	Calculations to determine the output of emissions are simply expectations and cannot be considered true examples of possible impact. As has been admitted throughout the supplemented EAW the actual scenarios are not available to provide more accurate information. 1,000 vehicles? Is this over 214 days? A week? A day? With amenities such as a hotel and entertainment center that seem to come-and-go from the proposal these numbers seem to again just be guesstimates. This section is incomplete and needs further study.	"...it is supposed that employees, patrons, and vendors using gasoline-powered vehicles will total approximately 1000 vehicles traveling an average distance of 20 miles per day" for the operational hours of the facility, determined to be "an average of 214 days, April through October for 9 hours per day"	Supp. EAW 2022, page 21.
63	Erin Guentzel	10/20/2022	Noise	The developer has proposed 10-foot berms topped with 10-foot walls as a way to mitigate noise concerns. Will that be enough? Specifically, with the topography of the proposed project area the track itself may be as high as the opposing wall meant to provide protection to the lake and residents across Hwy 14. The condos most certainly will not be high enough to meet the suggested height for sound protection. If additional wall is needed, how will that affect existing Hwy14 traffic disturbing the townhouse to the south? While it has been claimed that this area is flat, it is not. What kind of additional dirt work and disturbance would be needed to aid in this mitigation? How high is the developer willing or allowed to go? How high is Eagle Lake going to find as an acceptable view for their landscape? Huge walls resembling a prison doesn't scream "Join our community!". But yet, these walls would be a necessity and 20 feet may not be enough.	The noise analysis modeled noise impacts with the proposed berms, noise walls, and buildings at their proposed height.	
64	Erin Guentzel	10/20/2022	Noise	What about birds nesting the trees around the lake? Why is disturbing their habitat ignored?	Comment noted.	

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65	Erin Guentzel	10/20/2022	Noise	"Any noise violations will not be known until the vehicle is driving on the track" has been the one constant throughout this process and STILL, "Build it and figure it out later" is not a responsible plan for a proposed project of this size with activities known to create noise. Cars identified as outliers and not in compliance will be asked to add a noise muffler and if they refuse? Is the developer prepared to turn away business? While it may not be technologically sophisticated as computer modeling, getting some neighbors together on the proposed property to rev their engines while being monitored from marked observation sites would be a more accurate representation of the possible noise effects. It would be no different than standing next to a running combine, observing the noise it produces and then understanding how the noise obviously decreases as one walks away. To be fair, when that combine revs it's engine and squeals the tires taking a corner through the corn - only then would that be a fraction of a fair comparison to 20 cars on a track.	Comment noted.	
66	Erin Guentzel	10/20/2022	Noise	Right now that area is a quiet piece of agriculture that sees a few days of intermittent welcome noise as farmers go about their life's work. No walls needed.	Comment noted.	
67	Erin Guentzel	10/20/2022	Cumulative Effects	The first section of the 2020 EAW, a. Geographic Scales & Timeframes gives a brief summary of the proposed project plans and admits that changes to city boundaries and zoned uses could have unforeseen future environmental effects. It claims to have thoroughly discussed cumulative potential effects in preceding sections but with now being on the 3rd round of gathering information that is still incomplete, this claim simply isn't true.	Comment noted.	

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68	Erin Guentzel	10/20/2022	Cumulative Effects	The third section of the 2020 EAW, c. Discussion/Summary of Cumulative Potential Effects just flat out states that "There are no additional cumulative potential effects for the proposed project beyond those stated in 19a. Significant cumulative potential environmental effects are not anticipated." To say that this is incorrect is an understatement. Clearly a project of this type in the proposed location would contribute - as a whole - to environmental damage.	Comment noted.	
69	Erin Guentzel	10/20/2022	Cumulative Effects	The supplemented EAW in 2022 uses the standard answer of "Discussions under this section was provided in the 2020 EAW. Previous comments on the 2020 EAW will remain part of the record." to avoid further discussion that would reveal why this project shouldn't go in the proposed area. The lack of discussion only serves to prove that the developer cannot adequately complete this EAW with the full truth and yet continue to claim that little to no harm would come to wildlife, humans or the environment. This section is incomplete and needs further study.	Comment noted.	
70	Erin Guentzel	10/20/2022	General	This isn't your neighbor building a garden shed in their backyard. Enough is enough - pass it on to the qualified agencies who can make sure this proposed project doesn't cause irreversible harm not only to the rural landscape and environment, but the reputation of the Eagle Lake community.	Comment noted.	
71	Gary Borchardt	10/20/2022	General	The Eagle lake website has posted the EAW which is not signed and has a (draft) in red. Posting unofficial documents will have a detrimental effect on comments and hard data used for comments and yesterday I notified you the EIS was un signed also.	The final signed EAW and Supplemental EAW are accessible on the City's website at https://eaglelakemn.com/eaw	

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72	Gary Borchart	10/20/2022	Future Development	<p>The EIS is incomplete.</p> <p>Page 3, number 6, e.:</p> <p>e. Future Development</p> <p>Are future stages of this development including development on any other property planned or likely to happen?</p> <p><input type="checkbox"/>Yes <input type="checkbox"/>No</p> <p>August 2022</p> <p>Page 3</p>	<p>The Supplemental EAW was required to address the main concerns of the Appellate court case only, not every section of the EAW. There has been no change to what was presented in the 2020 EAW.</p>	

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
73	Gary Borchardt	10/20/2022	Noise	Noise compliance plan is flawed. Not included was a brake down on committee on what compensation package. Paid, volunteer etc. A minimum of two hour meeting when complaints are issued. What weight each person has in the discussions. No upfront documented plan for offense 1-2-3 etc. Only left to oh whatever we decide.	The Establishment of Eagle Lake Sound Review Committee resolution states the Committee chairperson shall prepare quarterly reports to the Council on the Committee's activities. The Committee shall meet monthly or more often at the discretion of the Committee chairperson who shall be appointed by the City Council. The Committee shall: (i) monitor noise generating activities at the track to ensure that MPCA noise standards are not being violated; (ii) investigate each reasonable complaint that MPCA standards have been or are being violated; (iii) report to the Council its findings of any investigation conducted by the Committee of MPCA noise standard violations; and (iv) make recommendations to the City Council for reasonable corrective action of any MPCA noise standard violations. It shall be the sole responsibility of the City Council to take enforcement actions for violations of MPCA noise standards.	Supp. EAW 2022, Appendix F.
74	Gary Borchardt	10/20/2022	Noise	Page 215 D. Setting emissions limits and noise monitoring: Stated: To the extent the final site includes more hard surfaces between the track and receptors, the predicted impact could be some what higher than model results. This shows inconsistent accuracy in models provided which sound levels effect wildlife and humans.	There are no noise models specifically for wildlife. Models in use are for transportation (highway) projects following Federal (FHWA) and state (MPCA) standards.	

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75	Gary Borchart	10/20/2022	Noise	No documentation of sound testing as per state of Minnesota (7030.0060, subp. 4 & 5).	Comment noted.	
76	Gary Borchart	10/20/2022	Noise	Noise receptors R1 and R2 have no data. Both receptors are critical to the wildlife on the lake area. Why couldn't you have live data of these receptors? Omitted why? Speculation on sound values, no hard data.	The model works uses "soft surfaces" of the landscape, it cannot account for "hard surfaces" such as surface water. Receptors R1 and R2 would receive noise over a "hard surface."	

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77	Gary Borchardt	10/20/2022	Hazardous Materials	Sup EIS, Pg 12, b. Project use storage hazardous materials. Only states gasoline and diesel. Doesn't provide locations on property. No provided input on type of containers. Above ground or below ground. No data on chemicals used on site, lawn chemicals, cleaning supplies, paint etc. No measures in place to minimize or mitigate adverse effects. No spill prevention plan presented. No accident plan if a vehicle crashes flips and spills gas and oil that leaches into ground water tables.	If a spill or chemical/hazardous material should occur during or after the construction process the Minnesota Duty Officer will be notified as necessary. During operation, hazardous materials may be used on site, such as diesel fuels and cleaners. Any hazardous materials will have BMPs implemented to ensure proper usage and storage during operations, including inspecting outside areas for the presence of spill/released diesel fuel, complete any corrective action necessary to respond to spills/releases. Best Management Practices regarding other hazardous materials and cleaners shall include proper housekeeping, eliminating and reducing exposure, scheduled inspections, training, and preventative maintenance.	EAW February 2020, page 19.

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Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
78	Gary Borchart	10/20/2022	Air Quality / GHG	Green house gases: pulling data from California farm study, doesn't match with the climate of southern Minnesota the data is flawed. Not detailed enough to make decisions.	"In order to apply this same level of analysis to the existing conditions for the proposed project area, Minnesota-specific data was required. The MPCA also tracks emissions of different sectors, including agriculture, and reports on this information. While these reports typically present their data as percentages of total greenhouse gas emissions and focuses on the differences since the last recording, in 2008 the MPCA determined that cropland in Minnesota averages a greenhouse gas output of 1,776 CO ₂ e lbs per acre per year. Using this figure, we can calculate that the annual output for 230 acres of cropland would be 408,480 lbs or 185.28 MTCO ₂ e."	Supp. EAW 2022, page 18.
79	Gary Borchart	10/20/2022	Natural Resources	Page 10, number 13 fish, wildlife, plant communities, & sensitive ecological resources. Table provided has no vegetation listed July 2003 and June 2010. Also the Natural Heritage letter from the Minnesota DNR is void as of 1-2-2022. So with no in-depth data this has not been addressed.	An updated NHIS letter was requested from the MnDNR and has been included in the present Findings of Fact & Conclusions document. The MnDNR findings are the same as the 2019 determination letter.	
80	Heidi Thompson	10/20/2022	General	As proposed, the development will become my front yard. This is not a prospect that I, nor my neighbors, welcome. I see nothing in the final reports here that change my mind.	Comment noted.	
81	Heidi Thompson	10/20/2022	Natural Resources	I cannot imagine the disruption to the wildlife that makes use of the area, as best it can, surrounded as it is by agriculture and Highway 14. The pressure is already immense and constant.	Comment noted.	

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82	Heidi Thompson	10/20/2022	Noise	The noise levels here fluctuate between mildly annoying to downright uncomfortable through out the course of the day, due to highway 14, a necessary transportation route. To pretend that berms will absorb and diffuse the unnecessary noise caused by a playground for a few people is insulting to those of us living near by. Comparative noise level measurements have no practical application in this instance. Adding to this environmental noise load with vehicles that are driven for the pleasure of a few seems to have no intrinsic value for the rest of the people and creatures that call this area home, including a large number of people across the highway, who live in town.	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed.	
83	Heidi Thompson	10/20/2022	Traffic	The traffic on the roads that feed the surrounding areas is already congested and dangerous, as much so to wildlife as to humans.	The traffic impact study determined that there are no anticipated impacts to TH 14 and that the intersection of TH 14 and CR 27 continues to operate at an acceptable Level of Service (LOS) A with or without the proposed development.	EAW February 2020, page 30.
84	Heidi Thompson	10/20/2022	General	We live in an age where the quality of environment we leave behind for future generations is in serious jeopardy, harmed largely by the selfish mismanagement of our natural resources. There is nothing I see about this track that helps us reach our goals for sustainability and climate preservation. There is nothing that I can see in these documents that will ensure that the rules of play as laid out here will hold as the realities of paying for the track become challenging. What are the plans for conversion away from fossil fuels and into electric vehicles, to comply with the measures we will have to adapt to as we continue into the future?	The proposed project will comply with all local, State, and Federal regulations on the use of fossil fuels and electric vehicles.	
85	Heidi Thompson	10/20/2022	General / Alternatives	The light pollution, the noise pollution, the air and land and water quality degradation inherently associated with unrestricted development like this hardly seems worth the cost. Developing this acreage into housing would seem a much better fit for the town of Eagle Lake and its citizens, as well as the land owners involved in the sale of the land, as it would provide for the needs of many people and provide tax revenue for years to come.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
86	Mike Guentzel	10/20/2022	Natural Resources	The wetlands mentioned on page 2, paragraph 2 to make it seem the developer is conscientious of the environment does not exist. The area in question was CRP that is tilled and going back into production in 2023. I believe this speaks to the character and the thoroughness of this EAW.	This comment is regarding the first location site considered in Lime Township which contained 30-acres of wetlands that were under federal jurisdiction. Impacting wetlands under federal jurisdiction require other permitting rules.	
87	Mike Guentzel	10/20/2022	Noise / Natural Resources	The sound study is flawed because it only places monitors at the edge of the lake behind the natural tree line which is habitat for wildlife. They also do not take into account the wildlife in the treetops, Eagles are in the area as admitted in section 13 A and verified in by the residents are breeding during the tracks open season.	The Noise Analysis followed the MndOT MINNOISEV31 traffic noise model to predict the impacts of track events. This computer model is a modified version of the FHWA noise prediction model STAMINA 2.0.	EAW February 2020, Appendix D Noise Analysis Report, page 6.
88	Mike Guentzel	10/20/2022	Air Quality / GHG	In this EAW they admit this facility will affect air quality with fumes and may affect wildlife. This needs deeper study to determine.	The buildings will be fitted with modern air exchanges and ventilation that meet all MPCA, Department of Health and other regulatory agency requirements. No significant impacts from stationary source emissions are anticipated. Vehicles operated at the park will have "road worthy licenses" because they will be driven to the facility on public roads prior to being driven on the track. Accordingly, it is the responsibility of the vehicle owners who are driving the vehicles to the facility on public roads to comply with state and federal emission standards. The carbon footprint of the vehicles is no different as if they were being driven on public roadways.	EAW February 2020, page 24. Findings of Fact and Conclusions, page 49.
89	Mike Guentzel	10/20/2022	Natural Resources	The short native grasses and turf grasses are going to inviting and problematic with Canadian Geese leading to extreme measures such as sound cannons or even permits to shoot the geese to keep them from being a nuisance.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
90	Mike Guentzel	10/20/2022	Air Quality / GHG	In calculating the greenhouse gas emissions, they include the surrounding roads (approximately 606 extra acres) but when they do the motorsports park it is only the motorsports park. The gases are cumulative and need to be included to give a true result. If anything, the carbon offset should be given to the agricultural ground as it captures carbon and releases oxygen.	"Based on these calculations, the GHG emissions produced by the current conditions in the proposed project area, resulting from agricultural land usage and vehicles using the extant roadways, is 37,230.78 MTCO _{2e} a year... Based on these calculations, the proposed project would result in 35,221.87 more MTCO _{2e} per year than is currently produced by the existing conditions." This incorporates the surrounding roadway into the proposed project emissions by providing the value of additional emissions.	Supp. EAW 2022, page 19-20.
91	Mike Guentzel	10/20/2022	Air Quality / GHG	The cars and trucks used to quantify the amount of greenhouse gases on the highway are assumed to have full factory exhaust systems which they probably do. When cars are altered for performance as track cars generally are, the exhaust system is the generally the first place to start. Removing restrictions such as catalytic converters help the engine breath better but increases the emissions. Many of these cars could be pre-emissions "Muscle Cars." The newer cars can have the computers that can be tuned to increase fueling or change the timing to gain performance, both of which cause increased greenhouse gas emissions.	Comment noted.	
92	Mike Guentzel	10/20/2022	Air Quality / GHG	The track data that was used to calculate the greenhouse gas emissions verses the agricultural emissions was from California. The agricultural practices of California being likely fruits or vegetables very greatly from Minnesota where it is primarily corn and soybean rotation. Additionally, the Lompac Motorsports Project was only a 35 acre project and never built making all their data speculative. There are other road course race tracks that could be used for a more definitive study but were not. Why?	California was chosen as a comparative dataset as the legal framework requiring assessment of GHG emissions as part of the review on environmental impacts of proposed projects is more well-established in this state. No comparable projects within Minnesota were required to report on GHG emissions at the time of the study.	Supp. EAW 2022, page 18.

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
93	Mike Guentzel	10/20/2022	Project Description	The topography of this site is not flat and as I demonstrate in the illustrations provided (I don't have a way to do it on computer but I'm sure the developers team could provide a clearer copy if needed) is useless to the community of Eagle Lake, parts of the track are conservatively 20-30 feet higher than the base of the wall or berm. Additionally, the surrounding homes are not considered being two or three stories tall and having no protection to floors above the first floor.	The Noise Analysis followed the MnDOT MINNOISEV31 traffic noise model to predict the impacts of track events. This computer model is a modified version of the FHWA noise prediction model STAMINA 2.0.	
94	Mike Guentzel	10/20/2022	Noise	The noise reduction wall also has gaps allowing noise to escape without mitigation on the north where the driveway is and the south towards the City of Eagle Lake and the cemetery between the buildings	The noise modeling considered the proposed buildings. The small gap on the north is for an access road and not anticipated to significantly change the results of the noise modeling.	
95	Mike Guentzel	10/20/2022	Water Resources	In talks with DNR Area Wildlife Manager, Stein Innvaer, contrary to Section 13 A. the DNR does have control of the outlet to Eagle Lake and are currently working on a plan to update the dam and stepping up their presence at the lake.	Comment noted.	
96	Mike Guentzel	10/20/2022	Cumulative Effects	The Steffensmeier project is not included in the project as a request by the Mayor, which changes the carbon output and the amount of impervious surface impacting storm water and carbon output of the entire project.	Comment noted.	
97	Mike Guentzel	10/20/2022	Traffic	The traffic study for this project is obviously flawed as the main intersection to and from the proposed facility has been changed twice and still there was a fatal accident involving a sixteen-year-old female losing her life. If this facility is successful it will increase the traffic causing another change to the intersection. The cost of this may fall to the city as discussed in previous city council meetings with MnDOT.	Comment noted.	
98	Mike Guentzel	10/20/2022	General	This is not a Supplemental EAW it is a Supplemented EAW meaning any vote for the need of an EIS needs to include the previous EAW.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
99	Mike Guentzel	10/20/2022	Future Development	The future development box is not checked making the entire EAW incomplete again showing the developers lack of preparation.	The Supplemental EAW was required to address the main concerns of the Appellate court case only, not every section of the EAW. There has been no change to what was presented in the 2020 EAW.	
100	Nancy Reasor	10/20/2022	General	<p>In the council meeting minutes for March 7, 2022, the city attorney stated that city must accept the lowest responsible bid for the third party review of the EAW. I interpret the word responsible to indicate that other factors should be considered. Please refer to Minnesota Statutes 471.354 Subdivision 5 and 166.28 Subdivision 1, paragraph (a) clause (2) paragraph (c). I realize that the review has not yet been scheduled and has no bearing on the report itself but would ask the council to keep that in mind, looking back and moving forward.</p> <p>Please refer to the 5th page, third bullet of the March 7, 2022, council minutes. If I understand it correctly, it seems to imply that a third-party review will take place before the EAW is submitted to the RGU. Again, I realize that the contents of the Supplemental EAW still stand as they are, even though a third-party review was not completed. But at that time, it appears there was agreement that a third-party review would be needed.</p> <p>In the April 4, 2002, meeting minutes the council voted "to table discussion on a third-party review until such time Council is confident the project would move forward." Forgive me if I have got this wrong, but shouldn't the review be completed before the project moves forward? The purpose of the third-party review is to determine if the EAW is complete before the RGU approves it, not after the fact.</p>	A third-party review is not required for a Supplemental EAW.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
101	Nancy Reasor	10/20/2022	General	In the May 2, 2022, minutes: "Council discussion included what the layout of the project, including the Steffensmeier project will look like, if there is a current site plan, if this changes the EAW and if there are changes would those changes set the project back to the starting over point. Mr. Bass explained that nothing in the layout has changed and that the buildings Mr. Steffensmeier is proposing would act as a better noise buffer than the berm in the original design. He will work with his draftsman and can show this on his plans. • Chris Kennedy stated these changes would not set the project back to square one, but the Council does need to see the plans and that updates should include traffic and noise levels. • Mr. Bass stated he will contact the sound engineer and have them submit information before the 3rd party review. He also stated that Mr. Steffensmeier's plans for commercial buildings would just be on a different corner of the parcel from the original plans." Were those plans and updates included in the Supplemental EAW? And again, the third-party review, I believe, should have happened before the RGU made a determination that the Supplemental EAW was complete.	A third-party review is not required for a Supplemental EAW.	
102	Nancy Reasor	10/20/2022	General	At the June 28, 2022, special meeting, council votes for additional studies and to declare the EAW incomplete. At the September 12, 2022, council meeting, there was some discussion about the effects of the Motorsports Park on climate change. I was unable to discern if this information was the product of additional studies that the council agreed were needed, or a clarification and/or explanation of information already contained in the study. I understand that there are some questions you are required to respond to and others that are not required, but either way, I would appreciate an answer to this question. Also, and I have not checked, but does the Supplemental EAW include the "Steffensmeier's plans?"	The Supplemental EAW pertains to the Mankato Motorsports Park.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
103	Nancy Reasor	10/20/2022	General	Please refer to the bottom paragraph on the left-hand column of page 5 of the [MN EQB EAW] guidelines... It is the second paragraph under Preparing the EAW and begins with "Even if the proposer's data..." Also refer to the second paragraph in the right-hand column of page 5 that begins "Presenting more information..." I realize this is general guidance but given the potential environmental impact and the expertise of the Environmental Quality Board, it seems prudent and necessary that the council, as the RGU, would follow that guidance. It would not only help to clear up many questions and concerns that the citizens of Eagle Lake have shared but would give the council the information needed to make a better informed, more thoughtful decision.	Comment noted.	
104	Nancy Reasor	10/20/2022	Natural Resources	Please refer to page 33 of the guidelines, 13. a. Fish, wildlife, habitat and vegetation. Please refer to all three paragraphs, paying special attention to the last three sentences that read, "Keep in mind, however, that it is the responsibility of the RGU to determine the nature and significance of any project-related impacts. It often is necessary to hire a specialist to conduct a field survey of the site. This is especially true if unusually valuable or extensive habitat may be impacted."	Comment noted.	
105	Nancy Reasor	10/20/2022	Natural Resources	Please refer to the top of page 34 of the guidelines. It reads, "Determining the presence of key habitats should be done by direct observation and/or by using existing GIS data. Key habitats have not been mapped, but there are other GIS data sources that can assist in identifying potential key habits..."	Comment noted.	
106	Nancy Reasor	10/20/2022	Natural Resources	In Appendix C of the original EAW, one of the communications states, "As such, the National Heritage letter dated November 1, 2018, is valid until January 2, 2021. I think the project would need to get a current National Heritage Review.	An updated NHIS letter was requested from the MnDNR and has been included in the present Findings of Fact & Conclusions document. The MnDNR findings are the same as the 2019 determination letter.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
107	Nancy Reasor	10/20/2022	Natural Resources / Water Resources	In the Supplemental EAW I believe the Eagle Lake survey data, Table 1, beginning page 10, is out of date. The most recent information is based on June of 2011, if I am not mistaken. In light of the RGU's responsibility to determine the nature and significance of any project-related impacts, and the recommendation and ability to obtain GIS data and utilize other sources, I believe a current, relevant survey of Eagle Lake needs to be completed before the Supplemental EAW can be approved or be part of an EIS.	This comment addresses the accuracy and completeness of the materials contained in the EAW and potential impacts that may warrant further investigation before the project is commenced. The June 2011 survey is the most current survey data available to the preparers of this EAW.	
108	Nancy Reasor	10/20/2022	Natural Resources	I also had concerns about the recommendations in Joanne Boettcher's letter and whether and to what extent the city considered or followed those recommendations. I spoke to Joanne on the phone this morning and she informed me that she would be submitting her comments to you regarding the Supplemental EAW so I will leave that to her.	Comment noted.	
109	Nicole Davros	10/20/2022	Purpose & Need	I strongly feel that locating a noisy, commercial business frequented most often by people who do not call Eagle Lake home will not contribute to our small city, family-friendly atmosphere. I disagree with the belief that the members of the MMP will be spending a significant amount of their time in Eagle Lake. They'll either have what they need at the MMP, or they'll head to Mankato which has more amenities.	Comment noted.	
110	Nicole Davros	10/20/2022	Noise	Additionally, if not properly mitigated, monitored, and brought into compliance, the noise from the proposed location will more significantly impact those of us who reside closer to the MMP (e.g., those of us residing between Highway 14 and Parkway Ave vs. residents on the south end of town). For my family in particular, I will be able to both SEE and HEAR this track from my living room window. I fear the increased noise will not allow us to open our windows on beautiful summer days. Unlike other tracks developed in other cities and states, there are no trees or other obstructions to block the noise coming across the open landscape (in this case, a wetland and a large, open field) towards us. Yes – there is currently some highway noise. But it's a constant, low-level "hum" that becomes just part of the background noise. Adding a car track with loud, speeding sports cars braking hard to make their corners and turns is not the same as the ambient background noise of a highway.	The Noise Analysis followed the MnDOT MINNOISEV31 traffic noise model to predict the impacts of track events. This computer model is a modified version of the FHWA noise prediction model STAMINA 2.0.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
111	Nicole Davros	10/20/2022	Water Resources	<p>I also fear that adding pavement in this area will increase the risk of flooding for the creek that passes through my part of the neighborhood since the water flows in our direction. Even without this development, this creek rises quickly and overflows its bank with heavier rain events. Heavier, more extreme precipitation events are predicted to occur more frequently with climate change with every month except July expected to be wetter (see summary of a recent University of Minnesota study here: https://www.house.leg.state.mn.us/SessionDaily/Story/17399). Adding pavement reduces the ability of the landscape (even in tiled row crop fields) to absorb some of that rainfall and may worsen the flooding in the creek near me. Additionally, any greenhouse gas emissions from cars on this track will add to overall climate change concerns. Some proponents of the track are suggesting that electric sports cars will be used on this track; however, I'm left wondering how quickly most/all sports car enthusiasts will really make that switch.</p>	<p>Water quality, rate control, and volume control will be addressed. Development will meet all state and local water quality measures prior to discharging any stormwater into adjacent wetlands, lakes or streams. Measures include, but are not limited to, stormwater retention ponds, bioretention swales, raingardens and other stormwater control features. The project will require a National Pollutant Discharge Elimination System (NPDES) Construction permit as administered by the MPCA. The NPDES permit requires a Stormwater Pollution Prevention Plan (SWPPP) that will define best management practices which will be used during construction activities. The specific BMP program will be determined through final design activities, but is anticipated to include some combination of the following: silt fences, bio-rolls, wood chip cover, temporary outlet protection, temporary ponding where appropriate/feasible, limiting exposed areas where feasible through construction phasing and other measures, timely placement of permanent cover including topsoil, seed and mulch, and sod or hydroseeding.</p>	EAW February 2020, pages 14 and 15.

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
112	Nicole Davros	10/20/2022	Water Resources	Finally, I have serious concerns about the impact of this development to a specially designated wildlife shallow lake (see https://www.dnr.state.mn.us/wildlife/shallowlakes/designation.html). Eagle Lake is one of only ~60 lakes in our state with this designation. Duck hunters in the area regularly hunt it during waterfowl season. (In fact, I ran into a duck hunter on the trail who was scoping out the lake just before this year's opener, and he indicated that he opposes the MMP development but fears speaking up about it.) But they are not the only outdoor recreationists enjoying this underrated natural resource gem in our area. The added value of this special lake is that the Sakatah Singing Hills State Trail runs through it. During most seasons of the year, a variety of other outdoor recreationists – including runners, walkers, anglers, bicyclists, and birdwatchers – enjoy this lake and trail.	Native vegetation is proposed to meld more with the surrounding landscape. Berms are proposed to provide both visual and noise protection.	
113	Nicole Davros	10/20/2022	Alternatives	Ultimately, I feel very strongly that there has to be a better location for the MMP in the area than directly across from the primary residential portion of our city and directly adjacent to a specially designated wildlife lake with heavy use by outdoor recreationists. If the developer were truly interested in being a part of this community, they would listen to the concerns of the citizens and find a more suitable location – further away from our homes and with less impact for the lake, the trail, and its existing users. It seems apparent from social media posts that future MMP members and other potential users of the car track are excited for this opportunity and have the money to spend enjoying it; thus, I firmly believe they'd be willing to drive a few more miles to get to it while still being within easy distance to the regional airport.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
114	Nicole Davros	10/20/2022	Alternatives	Text on page 2 describes that the first location considered (off of CSAH 12) was dropped due to constraints around the requirements for buffers for the noise barriers and concerns for noise from the road course which "could have a discernable effect on both wildlife and residential habitants in the area." Why are these same concerns not applicable to the new location? The project developers seem to admit here that noise is a concern despite the barriers at this first location but are not willing to admit that noise is a concern for residents and wildlife in Eagle Lake. The noise from the track will add to existing highway noise, not be somehow hidden or muted by it.	Noise mitigation efforts will reduce potential noise impacts. The proposed Noise Committee will ensure noise compliance and mitigation efforts are followed.	
115	Nicole Davros	10/20/2022	Project Description	Is a hotel and entertainment center still being considered? We've been given conflicting information on this aspect of the development and I believe it was suggested by the developer at some point that, due to the economic impacts of COVID, the hotel and entertainment center were no longer being considered. It is this conflicting presentation of plans (current and future) that have led to concerns about trust, transparency, and whether the full impacts of this development are being considered.	Comment noted.	
116	Nicole Davros	10/20/2022	Future Development	No box is checked. In order for the City Council to weigh the full impacts of this potential development, it should be made clear if future stages/phases of development are "likely to happen." Given that a lot has happened between 2020 and now (particularly the pandemic and its economic impacts), the developer should be asked to revise this section accordingly to reflect their most up-to-date intentions.	The Supplemental EAW was required to address the main concerns of the Appellate court case only, not every section of the EAW. There has been no change to what was presented in the 2020 EAW.	
117	Nicole Davros	10/20/2022	Natural Resources	It is important to note that tallgrass and shortgrass prairie needs to be regularly managed in the ways suggested (e.g., prescribed burns, haying, mowing, targeted herbicide application) to prevent woody encroachment and maintain its value to prairie-associated wildlife and insects, including pollinators. Given the proximity of trees to this development, woody encroachment may take over within just a few years (2-4) if not properly managed on a regular basis.	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
118	Nicole Davros	10/20/2022	Natural Resources / Water Resources	<p>This supplemental EAW relies on referencing the 2020 EAW as remaining part of the official record. However, the 2020 EAW fails to mention in this section that Eagle Lake holds special importance as a formally designated wildlife shallow lake (see https://www.dnr.state.mn.us/wildlife/shallowlakes/designation.html and associated links found there). This is an important oversight on the part of the original EAW.</p> <p>Although the special designation is not mentioned in this supplemental EAW in this particular section but is mentioned later on, including in Section 13a on page 10.</p>	<p>A supplemental EAW is intended to add additional information to an original EAW. Information that remains unchanged in the original document is referenced as such and remains part of the official record. The supplemental EAW builds upon this information with new and/or additional data that may have become available since the initial study as well as clarifying language to further explain certain points.</p>	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
119	Nicole Davros	10/20/2022	Natural Resources / Water Resources	<p>Text in this section suggests that DNR has no interest in actively managing this lake since they have not done any drawdowns since the designation in the late 1970s or early 1980s. However, an email from DNR wildlife manager Stein Innvaer dated June 25, 2020 (which starts on page 68 of the supplemental EAW) states the following:</p> <p>"We are currently developing a management strategy that will at times require drawdown of water level in the north basin, primarily for fish management, but will also provide for separate water level manipulation of the south basin as needed to maintain vegetation and water quality. Finally, I want to clarify our near term plans for Eagle Lake. Specifically, we currently have a preliminary design and feasibility study in hand that was completed in cooperation with Ducks Unlimited, Inc., to replace the existing dilapidated and leaking water level control structure. It is my hope that this project will move to final design and eventual construction in the near future. This new structure will allow for more efficient and effective water level management on Eagle Lake, in accordance with the goals established when the lake was designated... While this (MMP) project diminishes the relatively remote and secluded nature of this lake, it remains an important and vital remnant of shallow lake habitat that has mostly disappeared from southern Minnesota."</p> <p>Thus, the DNR has clearly indicated that they have intentions to more actively manage this lake via draw downs once they can update their water control structure. Additionally, the DNR wildlife manager indicates that the MMP diminishes the value of the lake.</p>	<p>A supplemental EAW is intended to add additional information to an original EAW. Information that remains unchanged in the original document is referenced as such and remains part of the official record. The supplemental EAW builds upon this information with new and/or additional data that may have become available since the initial study as well as clarifying language to further explain certain points.</p>	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
120	Nicole Davros	10/20/2022	Natural Resources	<p>The text and table provided in this section also summarize bird observations anecdotally noted during lake surveys, stating “While methodology was not always consistent... these surveys do provide a species snapshot. The surveys do not provide an exhaustive list of all species that may use Eagle Lake.”</p> <p>The developer’s and EAW report authors’ use of anecdotal, inconsistently collected data using different methodologies to try to document the wildlife species richness of this lake seems lazy and is just bad science. The authors of this EAW should have basic scientific training to recognize the issues with using these DNR reports – which were likely compiled with other main objectives in mind (and anecdotal observations seemingly being ancillary) – for the purposes of this EAW.</p>	Comment noted.	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
121	Nicole Davros	10/20/2022	Natural Resources	<p>In a later paragraph, the authors refer to a USFWS data source that generated only two migratory birds for the project area. Anyone with a bare minimum of wildlife identification skills who is paying attention to this lake at all, particularly those trained in EAW report preparation, should be able to document themselves that more than two migratory bird species use the lake. Thus, in my opinion, the suggestion that there is a paucity of data to go on and include in this supplemental EAW is just misleading at best and reflects a minimum amount of effort put into detailing the wildlife associated with this lake for the purposes of this environmental assessment.</p> <p>Many other data sources exist that could have been relied upon to come up with a more complete list of species observed in this area, including Breeding Bird Survey data, eBird data, and iNaturalist data. All of these options are open sources and freely available to the public, but also have staff behind the scenes who can assist with retrieving data if needed. Additionally, the Minnesota Ornithologists' Union (http://allbirds.org/) could be used as an additional data source.</p> <p>If anecdotal observations are going to be used to document wildlife species occurrences in/around Eagle Lake, then I'm again offering up my personal (and incomplete) list of observations:</p> <ul style="list-style-type: none"> • Mammals: white-tailed deer, red squirrels, fox squirrels, gray squirrels, muskrats, various small mammals (e.g., mice, shrews, voles), least weasels. • Birds: trumpeter swans, Canada geese, American coot, grebe sp., mallard, various other species of dabbling ducks, various species of diving ducks (e.g., mergansers, bufflehead), sora, killdeer, wild turkey (broods also observed), ring-necked pheasant, common nighthawks, belted kingfisher, tree swallows, barn swallows, cliff swallows, red-winged blackbirds, blackbird sp. (appeared to be a rusty blackbird during migration but was not confident enough to report); common grackles, baltimore orioles, great-crested flycatchers, yellow warblers, kinglet sp., white-throated sparrows, American goldfinch, various other species of sparrows. (Species shown in bold are generally considered species of concern.) 	<p>The USFWS IPaC data provides information on federally listed species, critical habitat, migratory birds, or other natural resources that may be found within the study area.</p>	

Table 1: Mankato Motorsports Supplemental EAW – Comments Received and Responses

Comment #	Commentor/ Agency	Date	Topic	Comment	Response	Response Source
122	Nicole Davros	10/20/2022	Natural Resources	I'm glad to see that a more thorough description of the negative impacts of noise on the surrounding wildlife has been addressed here. However, considering that there has been a poor attempt to document the entire suite of species that exist in this project area, it is premature to say that "most of the wildlife species in the study area already tolerate some measure of human activity."	Comment noted.	
123	Nicole Davros	10/20/2022	Noise	I encourage further studies of the noise impacts to be conducted that evaluate noise levels in multiple locations and multiple heights in the vegetation canopy, including: the outer edge of the trees (outside buffer of the lake) at ground, mid-canopy, and upper canopy levels; the inner edge of the trees at all three heights; the wetland vegetation at mid-canopy and top of its canopy, the center of the lake itself, and at multiple points along the state trail including the fishing dock. This more complete assessment would cover more of the microhabitats and nesting areas that wildlife species, particularly birds, are using.	The noise analysis focused on noise impacts from vehicles, following the MnDOT MINNOISEV31 traffic noise model to predict the impacts of track events. This computer model is a modified version of the FHWA noise prediction model STAMINA 2.0.	
124	Nicole Davros	10/20/2022	General	Thank you for taking the time to review my input. Concerns about trust, transparency, open communication, and conflicts of interest have muddled this conversation throughout these past few years. Given how ugly it has gotten at times, some citizens have been afraid to speak up in opposition of this development. I sincerely hope that the City of Eagle Lake will take the time to fairly weigh all comments and concerns regarding this project from those of us willing to speak up.	Comment noted.	

APPENDIX C
ADDITIONAL MATERIALS



Formal Natural Heritage Review - Cover Page

See next page for results of review. A draft watermark means the project details have not been finalized and the results are not official.

Project Name: Mankato Motorsports Park

Project Proposer: Bradford Development

Project Type: Development, Recreational/Entertainment

Project Type Activities: Wetland impacts (e.g., discharge, runoff, sedimentation, fill, excavation)

TRS: T108 R25 S7

County(s): Blue Earth

DNR Admin Region(s): South

Reason Requested: State EAW

Project Description: The project is a road course for high performance vehicles. Construction will include road course, seasonal residential units with car garages, associated ...

Existing Land Uses: Existing land use is agricultural field, one rural residential property.

Landcover / Habitat Impacted: Agricultural field.

Waterbodies Affected: No direct impacts to waterbodies. Adjacent to Eagle Lake.

Groundwater Resources Affected: None anticipated.

Previous Natural Heritage Review: Yes, ERDB#: 20190147

Previous Habitat Assessments / Surveys: No

SUMMARY OF AUTOMATED RESULTS

Category	Results	Response By Category
Project Details	No Comments	No Further Review Required
Ecologically Significant Area	Comments	Lakes - Recommendations
State-Listed Endangered or Threatened Species	No Comments	No Further Review Required
State-Listed Species of Special Concern	No Comments	No Further Review Required
Federally Listed Species	No Records	Visit IPaC For Federal Review

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Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

November 16, 2022

Project ID: MCE #2022-00787

Gina Aulwes
Bolton & Menk, Inc.
12224 Nicollet Avenue S
Burnsville, MN 55337-1649

RE: Automated Natural Heritage Review of the proposed Mankato Motorsports Park
See Cover Page for location and project details.

Dear Gina Aulwes,

As requested, the above project has been reviewed for potential effects to rare features. Based on this review, the following rare features may be adversely affected by the proposed project:

Ecologically Significant Area

- One or more Lakes of Biological Significance may be impacted by the proposed project. Lakes of Biological Significance are high quality lakes as determined by the aquatic plant, fish, bird, or amphibian communities present within the lake. To be included in this layer, a lake only needs to meet the criteria for one of these four community types. The lake is assigned a biological significance of Outstanding, High, or Moderate based on the community with the highest quality. Given the ecological significance of these lakes, disturbance should be minimized during construction, operation, and maintenance activities. Actions to avoid or minimize disturbance include, but are not limited to, the following recommendations:
 - Avoid the removal of shoreline vegetation,
 - Implement stringent/redundant erosion prevention and sediment control practices,
 - Prevent the spread of invasive species,
 - Use only herbicides approved for application within shoreline/riparian areas,
 - Minimize use of fertilizer.

State-Listed Endangered or Threatened Species

No state-listed endangered or threatened species have been documented in the vicinity of the project.

State-Listed Species of Special Concern

No state-listed species of special concern have been documented in the vicinity of the project.

Federally Listed Species

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The Natural Heritage Information System does not contain any records for federally listed species within one mile of the proposed project. However, to ensure compliance with federal law, please conduct a federal regulatory review using the U.S. Fish and Wildlife Service's online [Information for Planning and Consultation \(IPaC\) tool](#).

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and the project description provided on the cover page. If project details change or construction has not occurred within one year, please resubmit the project for review.

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. For information on the environmental review process or other natural resource concerns, you may contact your [DNR Regional Environmental Assessment Ecologist](#).

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,



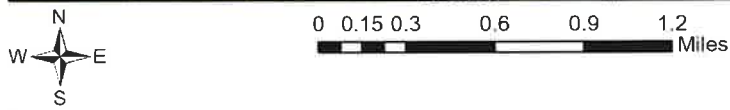
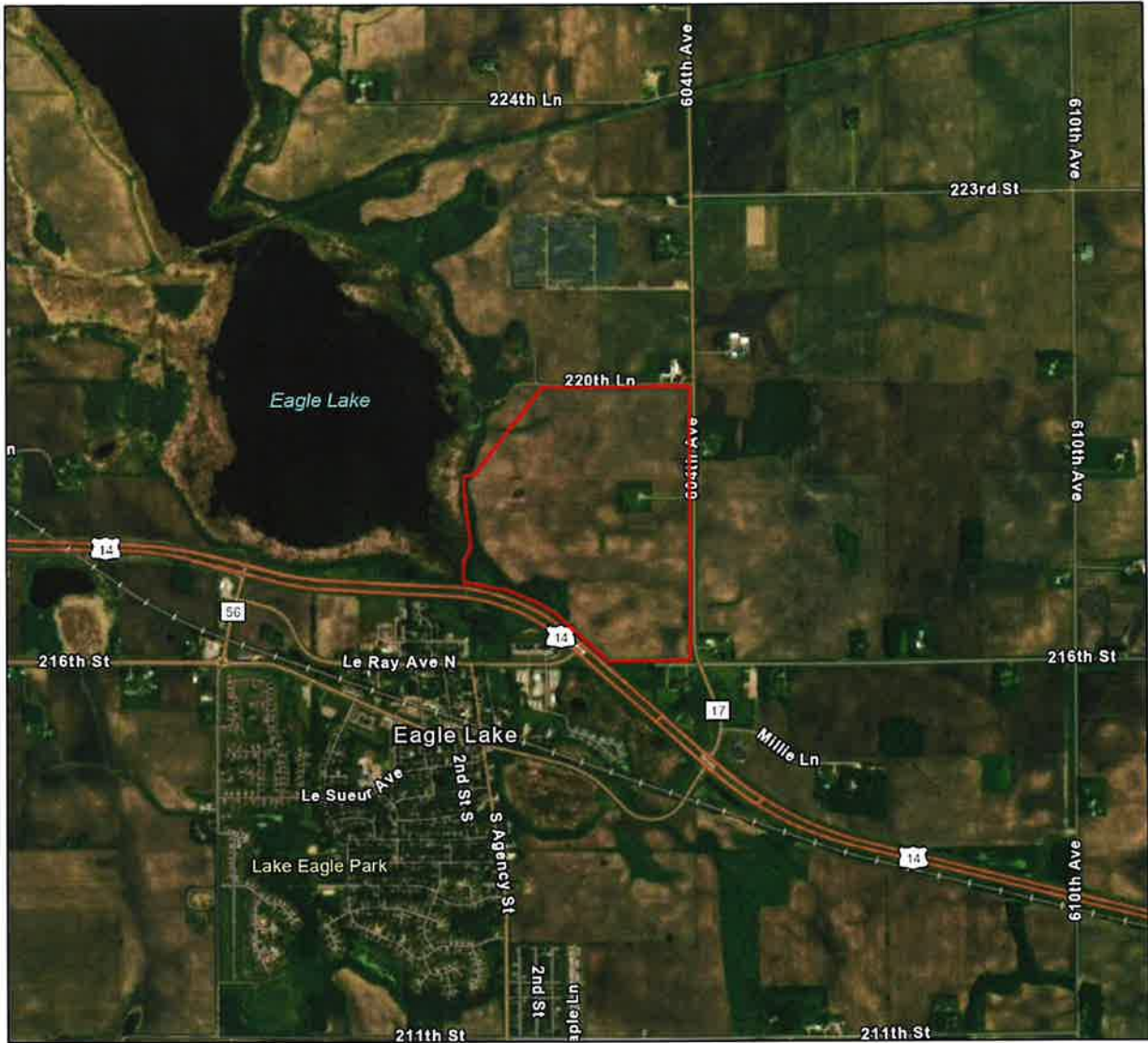
Samantha Bump
Natural Heritage Review Specialist
Samantha.Bump@state.mn.us

Links: USFWS Information for Planning and Consultation (IPaC) tool
[Information for Planning and Consultation \(IPaC\) tool](#)
DNR Regional Environmental Assessment Ecologist Contact Info
https://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html

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Mankato Motorsports Park

Aerial Imagery With Locator Map



 Project Boundary

Project Type: Development, Recreational/Entertainment

Project Size (acres): 225.36

County(s): Blue Earth

TRS: T108 R25 S7

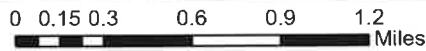
Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/IASA, USGS, EPA, IIPS, US Census Bureau, USDA
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA



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Mankato Motorsports Park

USA Topo Basemap With Locator Map



 Project Boundary

Project Type: Development, Recreational/Entertainment

Project Size (acres): 225.36

County(s): Blue Earth

TRS: T108 R25 S7

Esn, NASA, NGA, USGS, FEMA
Esn, HERE, Garmin, SafeGraph, GeoTechnologies, Inc. METI/NASA, USGS,
EPA, NPS, US Census Bureau, USDA



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APPENDIX D
NEGATIVE DECLARATION ON THE NEED FOR
AN EIS

PLACEHOLDER FOR

City Council Resolution and/or meeting minutes
regarding a Negative Declaration on the Need for an EIS

**CITY OF EAGLE LAKE
RESOLUTION NO. 2022-46**

WHEREAS, Bradford Development is the proposer for the Mankato Motorsports Park and the RGU is the City of Eagle Lake; and,

WHEREAS, a Supplemental EAW was prepared for this project as part of the Minnesota Environmental Policy Act (MEPA) to fulfill requirements M.S. 116D and Minnesota Rules Chapter 4410; and,

WHEREAS, the Supplemental EAW is used to provide sufficient environmental documentation for the RGU to base a determination of need for an EIS or that a Negative Declaration is appropriate; and,

WHEREAS, the Supplemental EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review to the required EQB Distribution List; and,

WHEREAS, a “notice of availability” was published in the EQB Monitor on September 20, 2022 with comments formally received through October 20, 2022; and,

WHEREAS, 124 written comments and letters were received during the EAW comment period and were considered in determining the potential for significant environmental impacts.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Eagle Lake, that the City Council makes the following **FINDINGS** with regard to the environmental impact of the proposed Mankato Motorsports Park:

1. All requirements for environmental review of the Proposed Project have been met.
2. The Supplemental EAW and the permit information processes related to the project have generated information which is adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified will be addressed during the final design and site plan approvals of the project. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigation measures are incorporated into the project design, and have been or will be coordinated with local, state and federal agencies during the permitting process.
4. Based on the criteria in Minnesota Rules part 4410.1700, the Proposed Project does not have the potential for significant environmental effects.
5. An Environmental Impact Statement is not required for the proposed Mankato Motorsports Park in the City of Eagle Lake, Minnesota.

BE IT FURTHER RESOLVED that based on the findings above, the City Council has determined that the Mankato Motorsports Park Project does not have the potential for significant environmental effects and that preparation of an environmental impact statement is not mandated in this instance and that the Eagle Lake City Council hereby approves the distribution of the Record of Decision, Findings of Fact and Conclusions documenting this decision.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF EAGLE LAKE,
MINNESOTA, THIS _____ DAY OF _____, 2022.

Tim Auringer, Mayor

ATTEST: _____
Jennifer J. Bromeland, City Administrator

APPROVED THIS _____ DAY OF _____, 2022.

(Seal of City of Eagle Lake, MN)

(If positive declaration)

**CITY OF EAGLE LAKE
RESOLUTION NO. 2022-46**

WHEREAS, Bradford Development is the proposer for the Mankato Motorsports Park and the RGU is the City of Eagle Lake; and,

WHEREAS, a Supplemental EAW was prepared for this project as part of the Minnesota Environmental Policy Act (MEPA) to fulfill requirements M.S. 116D and Minnesota Rules Chapter 4410; and,

WHEREAS, the Supplemental EAW is used to provide sufficient environmental documentation for the RGU to base a determination of need for an EIS or that a Negative Declaration is appropriate; and,

WHEREAS, the Supplemental EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review to the required EQB Distribution List; and,

WHEREAS, a “notice of availability” was published in the EQB Monitor on September 20, 2022 with comments formally received through October 20, 2022; and,

WHEREAS, 124 written comments and letters were received during the EAW comment period and were considered in determining the potential for significant environmental impacts.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Eagle Lake, that the City Council makes the following **FINDINGS** with regard to the environmental impact of the proposed Mankato Motorsports Park:

1. All requirements for environmental review of the Proposed Project have not been met.
2. The Supplemental EAW and the permit information processes related to the project have generated information which is not adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified have not been addressed. Mitigation is needed where impacts are expected to result from project construction, operation, or maintenance.
4. Based on the criteria in Minnesota Rules part 4410.1700, the Proposed Project does have the potential for significant environmental effects.
5. A discretionary Environmental Impact Statement is required for the proposed Mankato Motorsports Park in the City of Eagle Lake, Minnesota.

BE IT FURTHER RESOLVED that based on the findings above, the City Council has determined that the Mankato Motorsports Park Project does have the potential for significant environmental effects and that preparation of an environmental impact statement is needed in this instance.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF EAGLE LAKE,
MINNESOTA, THIS _____ DAY OF _____, 2022.

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Tim Auringer, Mayor

ATTEST: _____
Jennifer J. Bromeland, City Administrator

APPROVED THIS _____ DAY OF _____, 2022.

(Seal of City of Eagle Lake, MN)



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Presentation of Water Tower Rehabilitation Bids

Brian Sarff, engineer with Bolton and Menk, will be at the meeting to present a bid evaluation for the Water Tower Rehabilitation project. In total, seven bids were received. The bids ranged from a low of \$463,000 to a high of \$758,700. The low bidder was Maguire Iron, Inc. from Sioux Falls, South Dakota.

Per Bolton and Menk, the lowest responsible bid for the project was received from Maguire Iron, Inc. The bid is approximately 15 percent below the tower estimate of \$550,000.

The project has an anticipated start date of April 15, 2023, with a completion date of July 10, 2023.

Bolton and Menk recommends that the bid from Maguire Iron, Inc. be accepted.

A motion is necessary to accept the bid from Maguire Iron, Inc. in the amount of \$463,000.

A handwritten signature in blue ink that reads "Jennifer J. Bromeland".

Jennifer J. Bromeland
City Administrator



Real People. Real Solutions.

1960 Premier Drive
Mankato, MN 56001-5900

Ph: (507) 625-4171
Fax: (507) 625-4177
Bolton-Menk.com

December 1, 2022

**BID EVALUATION FOR THE
WATER TOWER REHABILITATION PROJECT
EAGLE LAKE, MINNESOTA**

Seven (7) bids were received on November 30, 2022, for the Water Tower Rehabilitation project. The bids for the project ranged from a low of \$463,000 to a high of \$758,700, as shown in the attached bid tabulation. The low bidder was Maguire Iron, Inc. from Sioux Falls, South Dakota.

The specifications and bid documents did not contain any wording or ambiguities so as to force the Contractor to build in additional contingencies. The project had high bidder interest, and the number of bids received indicates there was significant interest in this project. Therefore, we feel that the bids received were competitive and responsive, and rebidding the project would not provide any cost savings.


The lowest responsive bid for this project was received from Maguire Iron, Inc. They have successfully constructed numerous similar coating projects in the region, and we have a long history of projects with them. The bid is approximately 15 percent below the total tower estimate of \$550,000.

The project has a completion start (tower is taken offline) of April 15, 2023, with a completion date of July 10, 2023.

Maguire Iron, Inc. is experienced in the type of work required for this project and has fulfilled the bidding and contract requirements. Therefore, we recommend that the bid from Maguire Iron, Inc. be accepted.

Respectfully Submitted,

Bolton & Menk, Inc.



John Graupman, P.E.
Principal Environmental Engineer

Enclosure: Bid Tabulation



**BOLTON
& MENK**

Real People. Real Solutions.

BID TABULATION

Project Location: Eagle Lake, Minnesota
Project Title: Water Tower Rehabilitation
Project No.: 0M2.128780
Addendum(s): None

Bid Day/Date: Wednesday, November 30, 2022
Bid Time: 2:00 pm

	BIDDERS	TOTAL UNIT PRICE BID
1.	Maguire Iron, Inc. Sioux Falls, SD	\$463,000
2.	Tankez Coatings Fort Worth, TX	\$464,650
3.	J R Stelzer Co. Lincoln, NE	\$484,900
4.	Classic Protective Coatings Inc. Menomonie, WI	\$487,950
5.	Champion Tank Services Maple Gove, MN	\$550,100
6.	Viking Industrial Painting Omaha, NE	\$607,750
7.	TMI Coatings, Inc. St. Paul, MN	\$758,700

ABSTRACT OF BIDS

WATER TOWER REHABILITATION
 CITY OF EAGLE LAKE, MINNESOTA
 PROJECT NO. 0M2.128780
 BID DATE 11/30/2022

ITEM NO.	ITEM	APPROX. QUANT.	UNIT	1		2		3	
				Maguire Iron, Inc. Sioux Falls, SD		Tankez Coatings Fort Worth, TX		J R Stelzer Co. Lincoln, NE	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	Mobilization and site maintenance.	1	L.S.	\$5,000.00	\$5,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
2	Grinding (misc.)	10	Hour	\$300.00	\$3,000.00	\$100.00	\$1,000.00	\$80.00	\$800.00
3	Welding (misc.)	10	L.F.	\$150.00	\$1,500.00	\$150.00	\$1,500.00	\$250.00	\$2,500.00
4	Pt filler (misc.)	1	Hour	\$2,500.00	\$2,500.00	\$150.00	\$150.00	\$700.00	\$700.00
5	Caulking (misc.)	500	L.F.	\$10.00	\$5,000.00	\$5.00	\$2,500.00	\$5.00	\$2,500.00
6	Interior Wet - Complete removal and replacement on all surfaces.	1	L.S.	\$79,000.00	\$79,000.00	\$75,000.00	\$75,000.00	\$71,400.00	\$71,400.00
7	Interior Dry - Complete removal and replacement of inlet/outlet pipe, landings, cone base ring, overflow pipe, all piping/valves/steel in vault pit, and all areas above the upper landing.	1	L.S.	\$17,000.00	\$17,000.00	\$25,000.00	\$25,000.00	\$57,000.00	\$57,000.00
8	Interior Dry Spot Repair - Area <5% of interior dry not scheduled for full removal and replacement.	1	L.S.	\$5,000.00	\$5,000.00	\$25,000.00	\$25,000.00	\$3,000.00	\$3,000.00
9	Exterior - Complete sandblasting and reconditioning of tower (full exterior curtain containment).	1	L.S.	\$210,000.00	\$210,000.00	\$190,000.00	\$190,000.00	\$182,500.00	\$182,500.00
10	Provide and install new drain "mud" valve and piping.	1	L.S.	\$8,000.00	\$8,000.00	\$2,500.00	\$2,500.00	\$6,000.00	\$6,000.00
11	Provide and install new tank mixer.	1	L.S.	\$25,000.00	\$25,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00
12	Tower lettering/logos	1	L.S.	\$20,000.00	\$20,000.00	\$10,000.00	\$10,000.00	\$15,000.00	\$15,000.00
13	Provide and install new LED aviation obstruction light.	1	L.S.	\$5,000.00	\$5,000.00	\$17,000.00	\$17,000.00	\$8,000.00	\$8,000.00
14	Repair damaged grout/mortar under cone baseplate ring (caulk seam and paint grout/mortar)	1	L.S.	\$3,500.00	\$3,500.00	\$4,000.00	\$4,000.00	\$4,500.00	\$4,500.00
15	Modify lower landing with new drain to overflow pipe.	1	L.S.	\$2,500.00	\$2,500.00	\$3,000.00	\$3,000.00	\$6,500.00	\$6,500.00
16	Provide and install new recirculation pump, in-line temp sensor, flow indicator, all new inlet/outlet pipe valves, and piping.	1	L.S.	\$15,000.00	\$15,000.00	\$10,000.00	\$10,000.00	\$21,000.00	\$21,000.00
17	Provide and install new pressure manway gasket.	1	L.S.	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00	\$200.00	\$200.00
18	Provide and install new overflow pipe screen.	1	L.S.	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$300.00	\$300.00
19	Carefully remove inlet/outlet pipe insulation and reinstall insulation/jacket. Install existing metal jacket (provide with new banding) on inlet/outlet pipe.	1	L.S.	\$7,500.00	\$7,500.00	\$6,000.00	\$6,000.00	\$12,000.00	\$12,000.00
20	Provide new personal protection (safety climb) equipment.	1	L.S.	\$11,000.00	\$11,000.00	\$8,000.00	\$8,000.00	\$14,000.00	\$14,000.00
21	Provide new rubberneoprene tank drain hose and check valve to overflow pipe at upper landing.	1	L.S.	\$2,500.00	\$2,500.00	\$3,000.00	\$3,000.00	\$8,000.00	\$8,000.00
22	Carefully remove/reinstall all city antennas/holiday lights	1	L.S.	\$5,000.00	\$5,000.00	\$10,000.00	\$10,000.00	\$8,000.00	\$8,000.00
23	Provide and modify/install new metal visor above "painters" access door at upper landing.	1	L.S.	\$1,000.00	\$1,000.00	\$6,500.00	\$6,500.00	\$2,000.00	\$2,000.00
24	Provide and install new inlet/outlet pipe expansion joint.	1	L.S.	\$15,000.00	\$15,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
25	Disinfection.	1	L.S.	\$1,000.00	\$1,000.00	\$3,500.00	\$3,500.00	\$4,000.00	\$4,000.00
26	Site restoration.	1	L.S.	\$1,500.00	\$1,500.00	\$7,500.00	\$7,500.00	\$5,000.00	\$5,000.00
27	Construction allowance.	1	L.S.	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
TOTAL UNIT PRICE BID:					\$463,000.00		\$464,650.00		\$484,900.00

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705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Financing for Water Tower Rehabilitation Project

Attached is a letter from Shannon Sweeney with David Drown Associates regarding a preliminary project financing recommendation for the rehabilitation of the water tower. The total estimated project cost is \$549,000. This includes engineering costs and a recommended contingency of \$25,000. City staff recommends a cash contribution using \$100,000 of the remaining unallocated \$129,598.31 of American Rescue Plan Act (ARPA) funds.

Mr. Sweeney recommends that an application be made to the Minnesota Rural Water Midi Loan Program. Attached with Mr. Sweeney's letter is a cash flow projection reflecting current interest rates for the program. The project is recommended to be financed over 10-years resulting in debt payments of approximately \$58,880. An updated rate projection for the water fund was completed in September of 2022 and included the water tower rehabilitation project, assuming annual debt service payments of approximately \$61,000.

Attached for reference purposes is information about the Minnesota Rural Water Midi Loan Financing Program. Also included is a copy of the loan program application form.

If the City Council would like to proceed with the water tower rehabilitation financing as proposed by Mr. Sweeney, then a motion is needed to authorize City staff to apply to the Minnesota Rural Water Midi Loan program. A loan resolution will be presented for consideration at the January 9th City Council meeting.


Jennifer J. Bromeland
City Administrator

35/4



November 30, 2022

City of Eagle Lake
Attn: Jennifer Bromeland, City Administrator
P.O. Box 159
Eagle Lake, MN 56024

RE: Water Tower Rehabilitation Project

Dear Ms. Bromeland:

The City has received bids for the rehabilitation of the water tower. Total project costs are estimated to be \$549,000 including engineering costs and a recommended contingency of \$25,000. Staff is recommending a cash contribution (ARPA Funds) of approximately \$100,000 toward the project. Based on that information, I have attached a preliminary project financing cash flow for discussion.

In September of this year I provided an updated projection for the water fund (attached) which included the water tower rehabilitation project assuming the project would be financed over 10-years resulting in debt payments of approximately \$61,000, which is close to our present estimates for debt service based on current interest rates. The impact of the debt service of the tower project along with the 2021 Improvement Project will require modifications to water rates. Based on those assumptions I previously recommended 5% increases to water rates each year for 2023 through 2026 to reach a break even result in 2026 recognizing that small deficits will be incurred in 2024 and 2025.

For 2027 and 2028 I had previously projected 3% increases each year to generate a surplus and rebuild cash reserves. Debt service payments of \$50,000 on the 2008 bonds will end in 2028 which will create capacity for other projects. The water treatment facility has not been factored into the projection as it is anticipated that the project will rely on grant funding for implementation.

A 5,000 gallon per month water user presently pays \$31.30 per month based on the existing rate structure. By 2026 when break even is achieved, it is estimated that the same usage will result in a bill of approximately \$38.05 per month.

If the Council would like to proceed with the water tower financing as proposed, I would recommend that an application be made to the Minnesota Rural Water Midi Loan program. The attached cash flow reflects current interest rates for the program. The process can be initiated by authorizing staff to submit the application which would mean that a loan resolution would be presented for consideration at the January meeting. The application does not obligate the City to take the loan at that time, nor will the City incur any costs unless it is determined to be appropriate to approve the loan in January.

Sincerely,

Shannon Sweeney, Associate
David Drown Associates, Inc.

City of Eagle Lake, Minnesota Water Fund Analysis													
	Annual Inflation Rate: 2% 5%		Future Rate Increases										
	2018	2019	2020	2021	Budgeted 2022	Budgeted 2023	5.0% 2024	5.0% 2025	5.0% 2026	3.0% 2027	3.0% 2028	0.0% 2029	0.0% 2030
Operating Revenues													
User Charges	320,301	317,090	379,796	420,112	416,485	437,309	459,175	482,133	506,240	521,427	537,070	537,070	537,070
Miscellaneous	1,394	1,401	1,401	605	605	635	667	700	735	757	780	780	780
Connection Fees	6,352	5,584	3,940	6,015	6,000	6,300	6,615	6,946	7,293	7,512	7,737	7,737	7,737
Total Operating Revenue	326,653	324,068	385,137	426,732	423,090	444,245	465,457	489,780	514,269	529,697	545,587	545,587	545,587
Operating Expenses													
Distribution System	195,487	225,068	237,100	232,007	128,862	135,580	136,292	141,057	143,879	146,756	149,691	152,685	155,739
General & Administrative	1,350	1,716	1,139	1,325	1,325	1,325	1,352	1,379	1,406	1,434	1,463	1,492	1,522
Depreciation	34,374	36,655	37,947	56,329	56,329	56,239	57,364	58,511	59,661	60,815	62,092	63,334	64,601
Wages & Benefits	62,748	82,224	86,574	70,120	160,184	163,365	166,632	169,965	173,364	176,832	180,368	183,976	187,655
Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Expenses	293,959	345,653	362,760	355,781	346,700	356,509	363,639	370,912	378,330	385,697	393,615	401,487	409,517
Operating Income	32,694	(21,585)	22,377	66,951	76,390	87,736	102,818	118,868	135,938	143,800	151,973	144,100	136,071
Net cash provided by operations	108,462	89,196	157,603	133,736	132,719	143,975	160,181	177,379	195,620	204,675	214,065	207,435	200,672
Investment Income	3,004	-	-	-	-	-	-	-	-	-	-	-	-
Other Income/Grants	(82,079)	(24,442)	(40,914)	-	(20,000)	(68,009)	(128,554)	(128,971)	(130,290)	(130,601)	(129,697)	(129,997)	(129,079)
Debt Service	(9,665)	(665,486)	-	-	-	(11,000)	(11,000)	(11,000)	(11,000)	(11,000)	(11,000)	(11,000)	(11,000)
Property Plant & Equip/Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Issuance of Bonds/Notes	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Net Increase in Cash	(30,298)	(650,732)	66,689	83,736	62,719	14,966	(29,372)	(12,562)	4,330	13,074	23,169	66,438	60,953
Cash Beginning of Year	849,977	819,679	168,947	235,636	319,372	382,081	397,057	387,684	355,092	359,423	372,497	395,665	462,104
Cash End of Year	819,679	168,947	235,636	319,372	382,091	397,057	367,684	355,092	359,423	372,497	395,665	462,104	522,997
Fixed Fee:	\$ 5.00	\$ 5.00	\$ 5.40	\$ 5.83	\$ 6.30	\$ 6.62	\$ 6.95	\$ 7.29	\$ 7.66	\$ 7.89	\$ 8.12	\$ 8.12	\$ 8.12
0-6,999 gallons	\$ 3.97	\$ 3.97	\$ 4.29	\$ 4.63	\$ 5.00	\$ 5.25	\$ 5.51	\$ 5.79	\$ 6.08	\$ 6.26	\$ 6.45	\$ 6.45	\$ 6.45
7,000-9,999 gallons	\$ 5.28	\$ 5.28	\$ 5.70	\$ 6.16	\$ 6.65	\$ 6.98	\$ 7.33	\$ 7.70	\$ 8.08	\$ 8.33	\$ 8.58	\$ 8.58	\$ 8.58
10,000 + gallons	\$ 6.59	\$ 6.59	\$ 7.12	\$ 7.69	\$ 8.30	\$ 8.72	\$ 9.15	\$ 9.61	\$ 10.09	\$ 10.39	\$ 10.70	\$ 10.70	\$ 10.70
Typical 5,000 Gallon Customer:	\$ 24.85	\$ 24.85	\$ 26.85	\$ 28.98	\$ 31.30	\$ 32.87	\$ 34.51	\$ 36.23	\$ 38.05	\$ 39.19	\$ 40.36	\$ 40.36	\$ 40.36

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

[Menu](#)

MRWA Midi Loan Financing Program <https://www.mrwa.com> > [Financing](https://www.mrwa.com/financing)



MRWA Midi Loan Financing Program

Finance Your Next Project With MRWA's **Midi Loan Program**.

Let MRWA help you finance your project. [Request a FREE Quote Now!](https://www.mrwa.com/loan-quote-request/)

The Minnesota Rural Water Association's MIDI Loan Program provides Minnesota units of government with a quick and low-cost alternative to conventional G.O. Bond sales. It is most suitable for debt amounts of up to \$1 million, which can be repaid in 15-years or less. For more information call Lori Blair, Executive Director at 800-367-6792 or David Drown Associates at 612-920-3320. [David Drown Associates is the financial advisor and servicer for the program.](https://www.mrwa.com/mrwa-members/industry-members/david-drown-associates/)



[Application Form](https://www.mrwa.com/wp-content/uploads/2021/05/Loan-Application-Revised-2019.pdf) | [Standard Bond Counsel Services](https://www.mrwa.com/wp-content/uploads/2021/05/StandardBondCounselServices.pdf) | [Standard Agreement & Engagement Letter](https://www.mrwa.com/wp-content/uploads/2021/05/StandardAgreementEngagementLetterforMunicipalAdvisoryServices.pdf) | [Standard Pay Agreement](https://www.mrwa.com/wp-content/uploads/2021/05/StandardPayAgentAgreement2013.pdf)

Basic Credit Criteria:

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1. Borrowers must have a population of 400, reduced to at least 200 if population has not declined since the 2000 census.
2. Borrower's G.O. direct debt must be less than \$5,000 per capita, including the proposed debt amount and including any debt the borrower plans to issue in the next 12 months.
3. Debt must carry the full faith and credit G.O. Pledge of the borrower.
4. Note amounts are limited to \$1 million or less, and repaid over 15 years or less.

Process Steps

- **Application:** Borrower submits application package to MN Rural Water or DDA. This package consists of:
 - o An Application Form (signed by Mayor and Clerk)
 - o An electronic copy of the borrower's latest audited financial statements
 - o A summary of all projects or debt obligations undertaken or expected that are not included in the audit.
- **Pre-Qualification and Commitment.** DDA will promptly review the application materials received. If borrower meets credit criteria, DDA will inform the borrower that it is "approved for funding" provide a binding commitment to interest rate and terms, and schedule the date for Governing Board final approval. (If basic credit criteria are not met, DDA will advise borrower that further review is required and will work with lender on a specific package and proposal.)
- **Sale and Approval:** On date of sale, borrower's governing board passes a resolution prepared by bond council approving the issuance of the Note.
- **Closing:** After sale is approved, bond counsel processes the resolution and other documents in preparation for closing – usually two weeks after sale. On date of closing, the lender will mail or wire funds to the borrower.
- **On-going Servicing:** Prior to every payment date, the paying agent mails a payment notice to the borrower. Payments by check are due three (3) days prior to the payment date. Payment by wire are due on the payment date.

Benefits to Borrowers:

- **Easy application and immediate commitment.** Disclosure and rating duties for conventional bonds can drag out for weeks and months. With a Midi-loan, a qualified borrower with a complete application packet will receive a binding commitment almost immediately. That commitment will remain "firm" until the next scheduled meeting of the governing board.
- **Lower issuance costs – and smaller debt issues!** By placing loans directly with a large, commercial lender, borrowers avoid thousands of dollars of underwriting fees and rating fees. This means lower issuance costs and a smaller bond issue.

• **Flexible Prepayment.** Midi-loans can be prepaid in whole or in part at any time; call protection of conventional bonds often prevents a borrower from prepaying their bonds for as long as 10 years. While there is a call premium of 1.00% during the first 5 years, the flexibility to prepay to deal with unforeseen problems or opportunities can often make this premium negligible. Nice to have the option.

• **Competitive Payments.** Midi-loans are designed to produce bond payments comparable to conventional rated sales, but without the added issuance costs and added convenience and flexibility.

• **Free quotes and preliminary structuring.** Our professional advisors will provide you with an analysis and proposal for your project at no cost.

• **Professional advisor support available as needed.** Borrowers needing extra help to revise utility rates, evaluate funding options, or work through the assessment process need not look elsewhere for project financing. Our registered, independent financial advisors will gladly attend a council meeting or work session to explain options and provide all the professional guidance you need. These services are all part of the MIDI program. Feel free to use them.



Minnesota Rural Water Association Loan Application Form v.5.7.2019

PROGRAM CRITERIA

	<u>Micro-Loan</u>	<u>Midi-Loan</u>	<u>Mega-Loan</u>
Loan Amount	up to \$250,000	up to \$1,000,000	up to \$3,000,000
Repayment Term	up to 7 years	up to 15 years	up to 20 years
Security	General Obligation	General Obligation	General Obligation
Borrower Population	200 persons	400 (200 if not declining)	600 Persons
Borrower Debt Levels	< \$5,000 per capita <10% debt/market value	< \$5,000 per capita <10% debt/market value	< \$5,000 per capita <10% debt/market value

Additional Terms for Mega-Loans:
 Maximum Average Life of 12 years
 General Fund unassigned balance at least 35% of current year expenditures

PROGRAM FEES (all inclusive*)

<u>Loan Amount</u>	<u>Micro-Loan</u>	<u>Midi-Loan</u>	<u>Mega-Loan</u>
Under \$50,000	\$3,350	-	-
\$50,001 to \$100,000	\$4,550	-	-
\$101,001 to \$250,000	\$5,050	\$9,290	-
\$250,001 - \$500,000	-	12,690	-
\$500,001 - \$750,000	-	14,840	-
\$750,001 - \$1 million	-	16,590	-
\$500,000 - \$1 million	-	-	17,575
\$1 million - \$2 million	-	-	21,475
\$2 million - \$3 million	-	-	24,475

** Additional fees may apply if applicant elects to use non-program lenders / bond counsels or for special exemptions. Loans may be subject to annual pay agent fees. All loans may be subject to additional fees if special statutory authority process is required. Contact David Drown Associates for exact fees at 612-920-3320, ext. 102.*

APPLICATION INFORMATION

(or simply apply on-line at www.daviddrown.com or www.mrwa.com)

TYPE OF LOAN: Micro-Loan _____ Midi-Loan _____ Mega-Loan _____

PROJECT: Please provide a brief description of the project:

Project cost: _____

Requested Repayment term: _____ years

Loan Amount Request: _____

Date Funds are Needed: _____

BORROWER: _____

Primary Contact: _____

Phone Number: _____

Contact email: _____

Mailing Address: _____

Office Hours: _____

Federal Tax ID Number: _____

APPROVAL: When will Council/Board meet to approve **final** loan documents? (allow 1 week to process)

Date: _____ Time: _____

Documents for agenda packets are needed by: _____

Regular Council/Board meetings are held (day of the week/time): _____

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OFFICIALS

<u>Name</u>	<u>Office</u>	<u>Year Term Began</u>	<u>Year Term Ends</u>
_____	Mayor/ Chair	_____	_____
_____	Member	_____	_____
_____	Member	_____	_____
_____	Member	_____	_____
_____	Member	_____	_____
_____	Clerk/Treasurer	_____	_____
_____	Administrator	_____	_____

REQUIRED ATTACHMENTS

- Electronic copy of the borrower's most recent audited financial statement (3 years for Mega.)
- Provide a payment schedule for any debt obligations not shown in last audit. (None: _____)
- Provide a list of any capital projects/debt to be issued during the next 12 months. (None: _____)
- Mega borrowers will be required to provide additional information – we will advise what is needed.

CLOSING: Transfer of funds is normally accomplished by cashier or certified check mailed to the borrower on the date of closing. Midi- and Mega-Loan borrowers (not Micro-Loan) have the *option* of receiving funds by wire if wiring instructions are provided below (or attached):

Wiring Instructions: _____

CERTIFICATIONS

- The Borrower is applying for a Micro-, Midi- or Mega-Loan. The final loan terms will be outlined in a resolution to be approved by the governing board at a future date.
- The Program Fees (outlined above) will be added to the requested loan amount and paid automatically at closing. Payment of the program fee is contingent upon Loan closing. Payment of the rating fee, if required, is the Borrower's responsibility if Loan is not closed.
- For all Loans, David Drown Associates, Inc. will be retained as your financial advisor. MSRB rules require municipal advisors to act in the Borrower's best interest. The Borrower does hereby certify it has read and accepted the terms outlined in the attached Standard Agreement and Engagement Letter.
- Fryberger, Buchanan, Smith & Frederick, P.A serves as the Program's standard bond counsel.
 - We wish to use the Program's bond counsel and hereby certify we have read and accepted the terms outlined in the Standard Bond Counsel Services Agreement. (document on file at www.MRWA.com).
 - We wish to use another bond counsel firm or lender (additional fees will apply).
Name of firm and/or lender: _____
- When required, Northland Trust Services will be retained as the paying agent, registrar, transfer and fiscal agent for the Loan. The Borrower hereby certifies it has read and accept the terms outlined in the Standard Trust Services Agreement (document on file at www.MRWA.com).
- The Borrower does hereby certify that the project financed by the Loan will be owned, occupied, used and operated entirely/exclusively by the Borrower. No part of the project will be leased to, occupied by, or provide a special benefit to a non-governmental entity (*attach a note describing any exceptions*).
- The Borrower further certifies that there is no litigation threatened or pending that would question the Borrower's right to issue debt or impair the Borrower's ability to make payments on debt outstanding or contemplated (*attach a note describing any exceptions*).
- The Borrower has never defaulted in the payment of any indebtedness (*attach a note if exceptions*).

By our signatures below, the Borrower certifies that all the above information is true and accurate.

Authorized Official

Date

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Please submit complete application to either of the following addresses. Allow at least one week for processing.

Lori Blair
Minnesota Rural Water Association
217 12th Avenue SE
Elbow Lake, MN 56531
Phone (218) 685-5197 | Fax (218) 685-5272
mrwa@mrwa.com

David Drown, President
David Drown Associates, Inc.
5029 Upton Avenue South
Minneapolis, MN 55410
Phone (612) 920-3320 | Fax (612)-605-2375
david@daviddrown.com

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STANDARD AGREEMENT & ENGAGEMENT LETTER FOR MUNICIPAL ADVISORY SERVICES

David Drown Associates, Inc. ("Municipal Advisor") has been selected to serve as the Municipal Advisor for Issuers participating in the Micro, Midi and Mega Loan programs (the "Program"). By submitting a signed Minnesota Rural Water Association Loan Application Form (the "Application") for a Program Loan and by approving a Resolution providing for the sale of Bonds through the Program, you are designating David Drown Associates, Inc. to serve as the Municipal Advisor for the loan. This document is our written arrangement on the role the Municipal Advisor will serve and responsibilities the Municipal Advisor will assume in connection with the issuance of general obligation bonds by the Issuer (the "Loan") as described in the Application completed by the Issuer and also the fees the Municipal Advisor will charge.

Section 1: Municipal Advisor Role. The Municipal Advisor is engaged as a recognized independent expert whose primary responsibility is to give objective fiscal advice on the structure and issuance of the Loan under state and federal securities law. We will provide some, or all, of the following services to determine suitability of the Loan for the applicant:

- a. Evaluate legal options/alternatives for issuance of debt taking into account borrower's objectives, revenue availability and other factors.
- b. Prepare preliminary financing schedules and options for review and consideration by the Borrower.
- c. Evaluate the suitability of Program loans to meet borrower's objectives and advise the borrower of other suitable alternatives.
- d. Upon receipt of a completed Application, the Municipal Advisor will prepare final payment and cashflow schedules and related offering documents.
- e. For certain Mega loans, prepare application materials and assist the borrower in securing a bond rating.
- f. Secure a binding commitment for the sale/placement of the loan with pre-screened program lenders and/or other underwriters or lenders as necessary.
- g. Work with bond counsel to prepare a Resolution and other documents necessary to finalize and close the loan.
- h. Provide assistance in coordinating closing and transfer of funds.
- i. Draft a closing letter summarizing the transaction and providing guidance in accounting for loan proceeds and budgeting for future payments.

Section 2: Engagement Letter & Disclosure of Conflicts of Interest. Rules established by the Municipal Securities Rulemaking Board ("MRSB") and the Securities Exchange Commission ("SEC") requires the registered Municipal Advisor tasked with administering the various low cost loan programs offered via MN Rural Water Association ("MRWA"), to provide a written description of its advisory relationship and to make certain other disclosures in regards to potential conflicts of interest. The applicant recognizes that by submitting the attached application that it has requested and approved David Drown Associates, Inc. ("DDA") to act as Municipal Advisor to the community on this particular engagement. This means that DDA is to be held to the very highest standard of loyalty and care with an **explicit fiduciary duty** to act in your community's best interests. This means several important things:

- DDA has a duty to exercise due care in performing municipal advisory activities.
- DDA has a duty of loyalty, requiring us to act in your best interest without regard to our own financial or other interests.
- DDA must have the knowledge and expertise needed to provide you with informed advice.
- DDA has a duty understand you and your specific situation and to follow your directions, so our advice is suitable for you.
- DDA is required to make reasonably inquiries and investigations as to the facts supporting our recommendations and work products.
- DDA has a duty to discuss with you material risks, benefits, and alternatives considered that might serve your interests better.

Disclosure of Conflicts of Interest: A municipal advisor may not undertake an engagement without disclosing in writing how *potential* conflicts of interest will be managed and mitigated. There are several potential conflicts of interest that may apply to our engagement with you:

Compensation Conflicts of Interest.

- Fixed Fees or "Lump Sum". This form of compensation represents a potential conflict of interest because if the transaction requires more work than originally contemplated, the financial advisor may suffer a loss. Thus, the advisor may recommend less time-consuming alternatives or fail to do a full analysis of alternatives.
- Fee Based upon Principal Amount. This form of compensation presents a conflict of interest because the advisor may have an incentive to advise the client to increase the size of the securities issue for the purpose of increasing the advisor's compensation.
- Contingent Fee. This form of compensation presents a potential conflict of interest because the advisor may have an incentive to recommend unnecessary financings or financings that are disadvantageous to the client. When facts or circumstances arise that could cause the financing to be delayed or fail to close, an advisor may have an incentive to discourage a full consideration of such facts and circumstances.

Our plan to mitigate conflicts of interest regarding compensation is to assure the program standard fee schedule reasonably reflects the expected costs of standard services.

MN Rural Water Association Conflicts of Interest. David Drown Associates, Inc. serves as the financial advisor for MRWA's MEGA, MIDI, MICRO and Interim Funding Programs. In that capacity, we process loan requests and serve as municipal advisor to borrowers seeking to utilize these funding programs. This relationship with MRWA represents a potential conflict of interest in that we have an incentive to recommend the use of these funding programs and to exclude due consideration of other options or alternatives. We have mitigated this conflict of interest by agreement with MRWA that we will not process loans where other financing mechanisms are clearly superior, and we maintain internal procedures that explicitly include a review of other funding options before acting upon a loan request.

Section 3: Term of Engagement. Upon closing and delivery of closing, our responsibilities as Municipal Advisor will be concluded with respect to this financing and we do not undertake (unless separately engaged) to provide continuing advice to you or any other party.

Section 4: Fees & Expenses. The Municipal Advisor's fees will be incorporated into and paid from the Program Fee shown on the Application Form. Our fee shall be contingent upon successful sale and closing of a Loan (see disclosure of conflicts of interest above). In the event we are asked to provide additional services outside the scope of Program activities, we will notify you of these services and costs in advance.

CERTIFICATION OF ENGAGEMENT

By submitting a signed application, the applicant hereby certifies that David Drown Associates, Inc. is hereby engaged to serve as our community's Municipal Advisor associated with the attached loan application. It is further certified that DDA has fully and completely disclosed all potential conflicts of interest and the plans to mitigate such conflicts. We understand that DDA will investigate our financial position to determine the suitability of the loan programs for our project. We understand and accept any findings that determine the loan programs may be unsuitable for our community or if more beneficial financing alternatives may be suggested.

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December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Truth and Taxation Hearing and Final 2023 Tax Levy and Budget

A brief PowerPoint presentation has been prepared for the Truth-In-Taxation hearing that is scheduled for this evening at 6:00 p.m. An overview of the budget and tax levy process will be provided.

The final levy must be certified to the county auditor by or before December 28th. Cities must also file a certificate of compliance with the Department of Revenue by December 28th. The levy is comprised of the general fund, EDA, and debt service.

For reference purposes, last year's final levy was set at 10% or an increase of \$81,173 over the 2021 tax levy. Property taxes should have remained relatively flat unless a property's valuation increased.

Included is a spreadsheet used to show estimated net tax capacity and levy impact. This spreadsheet is used during the budget setting process to consider different scenarios by changing the proposed levy change cell and residential taxable market value cell. It should be noted that the estimated city tax cell is calculated using a residential 1% class rate, and this doesn't represent property classifications with a different class rate such as commercial or industrial. The local property tax rate is a function of the levy and total tax base. Taxable tax capacity is used to determine the local tax rate. $[\text{city levy}] / [\text{taxable tax capacity}] = [\text{city tax rate}]$ A property's share of the City levy is based on the taxable value of the property relative to the full value of all other property in the City's taxing district.

Per an inquiry to Blue Earth County Property and Land staff, the average residential sale price in the City of Eagle Lake was \$300,100 for the 2022 assessment. The average market value percent increase on residential homes was 8.44%. It should be noted that the City's net tax capacity has increased recently due to new residential and commercial construction. This is important because with more taxpayers, the tax base has expanded and helps to spread the burden of taxes over more taxpayers.

A net tax capacity increase with continued growth allows our tax rate to decrease. Even with a proposed 9% levy increase, the proposed 2023 tax rate is still slightly below the 2022 tax rate. However, if a property's valuation increased, taxes will increase accordingly. If taxpayers see an increase in taxes, they need to look at their valuation and whether that increased. Valuations can appreciate or depreciate. The time to appeal a valuation is in April and taxpayers need to contact

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Blue Earth County directly as the City of Eagle Lake does not determine property valuations. Overall, property taxes and market valuation are complex with several moving parts.

	2021 Final	2022 Final	2023 Proposed FINAL	Change from 2022
General Fund	\$608,936	\$696,904	\$769,952	\$73,048
EDA	\$51,000	\$51,000	\$51,000	\$0
Debt Service	\$151,792	\$144,997	\$152,310	\$7,313
TOTAL TAX LEVY	\$811,728	\$892,901	\$973,262	\$80,361 or 9%


Proposed FINAL 2023 GF Revenues	\$1,879,390
Proposed FINAL 2023 GF Expenditures	\$1,945,110
Difference	<p>(\$65,720) - Planned Deficit Spending using capital outlay reserves. The budget would be balanced except for \$130,355 in planned capital outlay expenditures drawing down previously set aside funding in general fund reserves. The expenditures are comprised of fire, police, streets, and parks capital outlay expenditures. Planned Deficit Spending is the intentional drawing down of capital outlay funds previously set aside in the general fund. But for the planned capital outlay expenditures, the budget would be balanced. A question was posed at the budget work session asking if there could be a revenue line item for planned capital outlay expenditures to avoid the appearance of an unbalance budget. While we could adjust the budget to not include planned capital outlay expenditures, the actual expenditures in the year will reflect them and there would be a difference between actual spend and budgeted expenditures. There is not a revenue line added for this because these funds are included in our available fund balance.</p>

Included in the 2023 budget is the addition of a 4th full-time police officer, a 4th full-time public works worker, and a community development coordinator position.

Attached you will find a proposed final budget and other supporting information.

Discussion should ensue.

A motion is necessary to adopt Resolution No. 2022-47.


 Jennifer J. Bromeland
 City Administrator

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**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-47**

**A Resolution Setting the Fiscal Year 2023
Final Property Tax Levy**

WHEREAS, the City Council establishes the following sums of money to be levied for the current year, collectible in 2023, upon the taxable property in the City of Eagle Lake, for the following purposes:

General Fund	\$ 769,952
EDA	\$ 51,000
Debt Service	\$ <u>152,310</u>
Total Tax Levy	\$ 973,262

BE IT RESOLVED, that the City Council held a scheduled Truth-N-Taxation public hearing at 6:00 p.m., Monday, December 5, 2022 in the Council Chambers at 705 Parkway Avenue, Eagle Lake, MN.

WHEREAS, a public hearing was held on the issue and public testimony was gathered.

BE IT FURTHER RESOLVED, that the City Council directs the City Administrator to transmit a certified copy of this resolution to the County Auditor of Blue Earth County, MN.

Adopted by the City Council of Eagle Lake, MN this 5th day of December 2022.

Tim Auringer, Mayor

ATTEST:

Jennifer J. Bromeland, City Administrator
(S E A L)



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022


To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Developer's Agreement for Fox Meadow Phase One

Attached is a Developer's Agreement between the City of Eagle Lake and Fox Meadow Townhome LLC for Fox Meadow Phase One. Meetings were held to discuss the terms of the agreement with City staff, the City Attorney, Troy Schrom, and Troy Schrom's attorney.

The attached developer's agreement has been reviewed by City Attorney Chris Kennedy.

Discussion should ensue.

A motion is needed to approve the Developer's Agreement between the City of Eagle Lake and Fox Meadow Townhome LLC for Fox Meadow Phase One.



Jennifer J. Bromeland
City Administrator

**DEVELOPER'S AGREEMENT
BETWEEN THE CITY OF EAGLE LAKE, MINNESOTA
AND
FOX MEADOW TOWNHOMES LLC
FOX MEADOW**

**CITY OF EAGLE LAKE, BLUE EARTH COUNTY, MINNESOTA
DEVELOPER'S AGREEMENT FOR PRIVATELY FINANCED IMPROVEMENTS
FOX MEADOW ONE**

THIS DEVELOPER'S AGREEMENT FOR PRIVATELY FINANCED IMPROVEMENTS FOX MEADOW - PHASE ONE (the "Agreement") is made and entered into this ___ day of _____, 2022 by and between the City of Eagle Lake, a municipal corporation in the State of Minnesota, hereafter called "City", and Fox Meadow Townhomes LLC, a Minnesota limited liability company, hereafter called the "Developer".

RECITALS

WHEREAS, Developer has made application to the City for approval of a plat of land within the corporate limits of the City described as: Fox Meadow, Blue Earth County (the "Subdivision") as legally described in Exhibit A attached hereto;

WHEREAS, Developer intends to construct new residential housing units and attendant infrastructure within the Subdivision (the "Project") including single-family homes, twin homes, and multi-family dwelling units;

WHEREAS, Developer and the City agree that Developer will make separate applications under the Planned Unit Development ordinance for further subdivision of portions of the Project, as depicted in Exhibit B;

WHEREAS, Developer and the City agree that this Agreement shall serve to facilitate the orderly and efficient development of the Project to the mutual benefit of the Developer and City; and

WHEREAS, the City has outlined certain public improvements which in part provide needed infrastructure for the development of the Project; and

WHEREAS, the City on _____, 2022 has adopted Resolution _____ approving the final plat of the Subdivision, attached hereto as Exhibit C (the "Final Plat") on the condition the Developer enter into an agreement to provide for the installation of certain subdivision improvements as hereinafter described.

NOW THEREFORE, for valuable consideration and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

- A. Required Developer Documents. Prior to the issuance of any permits from the City, Developer shall have provided to the City the following documents:
1. Preliminary Plat;
 2. Final Site Plan;
 3. Utility Plan;
 4. Grading, Drainage, and Erosion Control Plan;
 5. Engineering Plans and Specifications for Public Improvements; and
 6. Final Plat.

If the plans vary from the written terms of this Agreement, the terms of this Agreement shall control. All the foregoing plans will be prepared by, and will be delivered to, the City with the

signature of a Minnesota registered engineer and/or surveyor.

- B. Land Disturbance. The Developer may not conduct any land disturbance activities until all of the following conditions have been satisfied:
1. Filing with the City of this fully executed Agreement;
 2. Recording of the Final Plat by the Blue Earth County Recorder's Office;
 3. Issuance of a letter by the City Engineer that all conditions have been satisfied and the Developer may proceed; and
 4. Compliance by Developer with the City's Chapter 18 Stormwater Management Ordinance, including (i) obtaining an NPDES Construction Stormwater Permit Coverage and (ii) providing a Stormwater Pollution Prevention Plan (SWPPP) that defines appropriate erosion and sediment control and best management practices during and after construction activity to the City.
 5. All financial security required of this Agreement shall be in place with the City.
- C. Permits. Developer shall be responsible for obtaining all necessary permits related to development of the Project, including but not limited to: MPCA Sanitary Extension Permit, Minnesota Department of Health Plan Review Permit, NPDES Construction Stormwater Permit, and any other permits necessary for construction of the Improvements.
- D. Conformance with Zoning Ordinance. Final approval of the plat shall not relieve the Developer or property owner of any obligation to meet all requirements contained in the City's Zoning Ordinance.
- E. Building Permits. No construction of a building and/or structure may be initiated prior to obtaining a building permit. Building Permits may be issued upon approval of the Final Plat by the City Council at which time all required financial security of this Agreement shall be in place with the City. If building permits are issued prior to the completion and acceptance of the Infrastructure, the Developer assumes all liability and cost resulting in delays in completion of Improvements and damage to Infrastructure caused by the City, Developer, its contractors, subcontractors, material men, employees, agents or third parties.
- F. Certificates of Occupancy. Certificates of Occupancy will not be issued until at least one course of asphalt has been completed on the roadway serving the respective portion of the Improvements. The City agrees that certificates of occupancy will be granted when gas, electric, fiber, and telephone service are provided to the Project and all other requirements have been met by the Developer.
- G. Developer Improvements. Developer will install or ensure installation, at its sole cost and expense and in accordance with all state, federal, and local regulations, ordinances, and laws, including the City of Eagle Lake Adopted Standard Construction Specifications and Details, the improvements indicated on the Final Plat, including, but not limited to: site grading; surveying and staking; streets, curbs, and gutters, sanitary sewers; watermains; storm water drainage and management facilities; lot and block monuments; utilities including gas, telephone, cable, fiber, and electrical; street lights and identification signs; traffic control signs; and sidewalks (hereinafter the "Improvements").
- a. Monuments. Developer shall place iron monuments at all lot and block corners and at all other angle points on boundary lines. If iron monuments are disturbed because of construction of the remaining Improvements by the Developer, said monuments shall be

replaced at the Developer's expense before a certificate of occupancy is granted.

- b. Grading and Storm Sewer. Certified drainage calculations verifying that all treatment and rate requirements are met must be provided to the City Engineer. Where private storm sewer is necessary, drainage and utility easements should be provided over all pipelines. A drainage and utility easement will be required for all stormwater ponds. All ponds should have a 10-foot-wide minimum flat maintenance access area around the entire pond (street boulevards are acceptable). Provided the Project does not increase the current volume of stormwater discharge into the east ditch of CSAH 27 (Agency Street), the outlet off the main stormwater pond does not have to cross CSAH 27 south of Thomas Drive. All stormwater ponds must be satisfactorily built in accordance with the approved plans before the underground utilities can be installed.
- c. Sanitary Sewer and Watermain. The sanitary sewer on Thomas Drive should be 12- inch diameter pipe laid according to the City's comprehensive infrastructure plan. Future sanitary sewer on Thomas Drive must also be 10-inch diameter pipe. Developer and City shall share the cost of the sanitary sewer and watermain pipes in the following manner: Developer shall be solely responsible for the cost of 8-inch diameter pipe and Developer and City shall equally split the cost of the price difference between 8-inch diameter pipe and the required 12-inch and 10-inch diameter pipes. Sanitary sewer and watermain in the westernmost block of Thomas Drive must be aligned to be centered in the street. Fire hydrants are required at each intersection, including Thomas Drive and Maple Lane and Connie Lane and Maple Lane. Flushing hydrants need to be provided at end of watermain located within the private drives of Lot 1, Block 2. Sanitary sewer and watermain located within the private drives of Lot 1, Block 2 must be centered on the private road and utility easements. Isolation valves should be provided for each leg of all watermain junctions. All sewer and water services should be constructed perpendicular to the main pipeline.
- d. Access Road. Developer agrees to maintain, at all times before acceptance of the streets by the City, an access road suitable for use by emergency, police and fire department equipment. The adequacy of such road shall be solely determined by the City. Furthermore, such access road shall be located no more than 150 feet from any structure built within the Project.
- e. Streets and Rights-of-Way. All streets and rights-of-way shall be constructed in accordance with the design standards set forth in Section 5.050 of Eagle Lake City Code. The Improvements of Blace Avenue, Connie Lane, and Thomas Drive shall be completed up to the intersections with Maple Lane. The Improvements to Maple Lane shall connect to the existing Maple Lane.
- f. Sidewalks. A 5-foot-wide sidewalk will be required on one side of all public streets within the Subdivision.
- g. Stormwater Ponds. The stormwater ponds shall be conveyed to the City and funds placed in escrow for maintenance of the ponds until conveyed at the completion of Phase One. The stormwater management system shall be inspected annually by a qualified individual or company acceptable to the City to verify that the stormwater management system is functioning in accordance with the approved plans and have maintained the proper operation of the stormwater treatment as a Stormwater Management System according to City Standards. Inspection reports are due by September 30 of each year until the Stormwater Management System is conveyed to the City. The Developer shall

provide security in the amount of \$5,000.00 per acre of land disturbed with a maximum amount of \$50,000.00 to perform maintenance and repair if the Developer fails to deliver a satisfactory stormwater management inspection report or address required clean up and maintenance activities within the specified time provided in any written notice provided by the City.

- h. Screening/Buffer. Developer shall provide a screening plan to the City for a buffer between the 8-plexes and CSAH 27 (Agency Street) as allowed by City code.
- H. Park Dedication. Developer shall dedicate 0.38 acres of land as shown on the final plat and pay to the City sum of money equal to the remaining required dedication percentage totaling \$24,495.68. In no case shall the final plat be signed, or a building permit issued for any lot within the Subdivision until such transfer of property or payment in lieu of property has been completed.
- I. Area Charges. Developer shall pay a water area charge of \$2,000.00 per acre and a sanitary sewer charge of \$500.00 per acre as per the City's fee schedule ($38.70 \times \$2,000 = \$77,400$; $38.70 \times \$500 = \$19,350$).
- J. Maintenance During Construction. Developer shall be responsible for maintenance and repair of roadways and sidewalks, including but not limited to cleaning of roadways, cleaning of storm sewer and water catch basins, and snow and ice removal until accepted by the City. If the Developer fails to perform the required maintenance, the City will undertake or cause to be undertaken the required maintenance and will invoice the Developer for the costs of the maintenance so undertaken. No building permits or certificate of occupancy permits will be issued to the Developer if, at the time of the application for a building permit or certificate of occupancy, any invoice for such services is more than ten (10) days in arrears in payment.
- K. Temporary Access License. Developer hereby grants the City, its agents, employees, officers, and contractors a license to enter the Subdivision to perform all work and inspections reasonably deemed appropriate by the City during the installation of Improvements. This temporary license shall expire after the Improvements have been installed and accepted by the City.
- L. Relocation of Driveways on Agency. Developer and City will use their best efforts to work with the owners of the properties located at 513 Agency and 425 Agency to relocate the existing driveways off Agency.
- M. Completion of Improvements. Unless extended in writing by the City, the Developer shall complete Phase I of the Improvements within two years of the effective date of this Agreement. Developer agrees to complete, within two years from the effective date of this Agreement, the final course of asphalt on the extension of Maple Lane and on Blace Avenue, Connie Lane, and Thomas Drive up to the intersections with Maple Lane.
- N. Ownership of Improvements. Upon completion of the Improvements lying within any platted public right-of-way or easements granted pursuant to this Agreement, such Improvements shall become City property upon the City's issuance of a written notice of acceptance thereof. The City shall promptly inspect such Improvements and issue notice of acceptance thereof to the Developer in compliance with this Agreement and, if reasonably possible, within thirty (30) days of receipt of Developer's notice of completion.
- O. Costs of Improvements. Developer shall pay for all costs incurred by it and the City in conjunction with the Project, including without limiting the generality thereof, legal, planning,

engineering, inspection expenses, permits in connection with approval and acceptance of the Final Plat, the preparation of this Agreement, and all costs and expenses incurred by the City in monitoring and inspecting development of the Improvements. All of the City's costs associated with the Project, including costs for the City Engineer's review and inspections, City Attorney, permit fees, and any other City costs outlined in this Agreement shall be paid by Developer within twenty-one (21) days of receiving an invoice from the City. Developer will be required to furnish the City with a cash deposit, certified check, or irrevocable letter of credit equal to the City's liability exposure.

- P. Security. Financial security for the Improvements may be provided by a letter of credit, a performance bond, an escrow account established with the City, or any combination thereof, as agreed by the parties.
- Q. Insurance. Developer shall require any subcontractor to maintain liability and personal injury insurance with limits of not less than \$1,000,000.00 per person and \$2,000,000.00 in the aggregate. The City must be named as additional insured under any such policy. Subcontractors must also maintain the adequate worker's compensation insurance and property insurance. The term of the insurance shall be renewable until the construction is complete.
- R. Indemnity. Developer shall hold the City and its officers, agents, and employees harmless from claims made by itself and third parties for damage sustained or costs incurred resulting from approval of the Final Plat or supervision or any obligation that the City has undertaken pursuant to this Agreement, except any claims which are a result of any gross negligence or willful action or inaction on the part of any of the City's officers, agents or employees. Developer shall indemnify the City and its officers, agents and employees for the costs, damages, or expenses which the City may pay or incur in consequence of such claims, including attorney's fees. Developer shall reimburse the City for cost incurred in the enforcement of this Agreement, including engineering, attorney fees, and costs of litigation.
- S. Property Taxes. Should the recording of the Final Plat occur after July 1, 2023, any and all property taxes on any public property dedicated as a part of this plat shall be the responsibility of the Developer. The Developer must continue to pay all property taxes on a timely manner. Failure to pay property taxes on any property in the Subdivision owned by the Developer or entity controlled by the Developer will result in not issuing any additional building permits.
- T. Default. Third parties shall have no recourse against the City under this Agreement. Breach of the terms of the Agreement by the Developer shall be grounds for denial of further building permits or certificates of occupancy.
- U. General Provisions.
- a. If any portion, section, subsection, sentence, clause, paragraph, or phrase of this Agreement is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.
 - b. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties and approved by written resolution of the City Council. The City's failure to promptly take legal action to enforce this Contract shall not constitute a waiver or release.

- c. This Agreement shall run with the land and may be recorded against the title to the property. After the Developers have completed the work required of them under this Agreement, at the Developers request the City will execute and deliver to the Developers a release.
- d. Each right, power or remedy herein conferred upon the City is cumulative and in addition to every other right, power or remedy, expressed or implied, now or hereafter arising available to the City, at law or in equity, or under any other agreement, and each and every right, power and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order as may be deemed expedient by the City and shall not be a waiver of the right to exercise at any time thereafter any other rights, power or remedy.
- e. All disputes associated with this Agreement, shall be submitted to District Court in Blue Earth County, Minnesota. Minnesota law shall apply to all disputes.
- f. Notices to the Developer shall be in writing and shall be either hand delivered to the Developer, or its registered agent or mailed to the Developers by registered mail at the following address:

**Fox Meadow Townhomes LLC
704 Parkway Ave
Eagle Lake, MN 56024**

- g. Notices to the City shall be in writing and shall be either hand delivered to the City Administrator, or mailed to the City by registered mail in care of the City Administrator at the following address:

**City Administrator
705 Parkway Ave
P.O. Box 159
Eagle Lake, MN 56024**

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and on its behalf and its seal to be hereunto duly affixed on or as of the date first above written.

THE CITY OF EAGLE LAKE

By _____
Tim Auringer
Its Mayor

By _____
Jennifer Bromeland
Its City Administrator

STATE OF MINNESOTA)
): ss
COUNTY OF BLUE EARTH)

The foregoing instrument was acknowledged before me this _____ day
of _____, 2022, by Tim Auringer the Mayor of the City of Eagle Lake, Minnesota, a
municipal corporation.

Notary Public

STATE OF MINNESOTA)
): ss
COUNTY OF BLUE EARTH)

The foregoing instrument was acknowledged before me this _____ day
of _____, 2022, by Jennifer Bromeland the City Administrator of the City of Eagle
Lake, Minnesota, a municipal corporation.

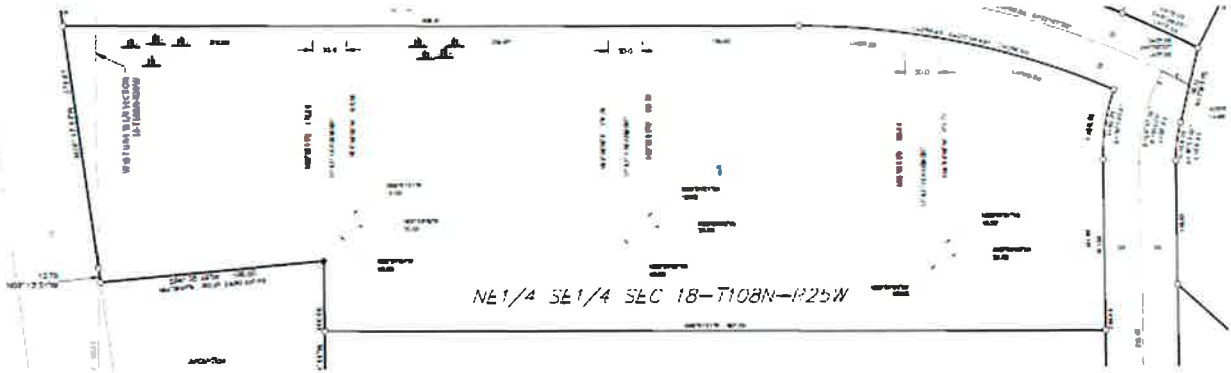
Notary Public

EXHIBIT A

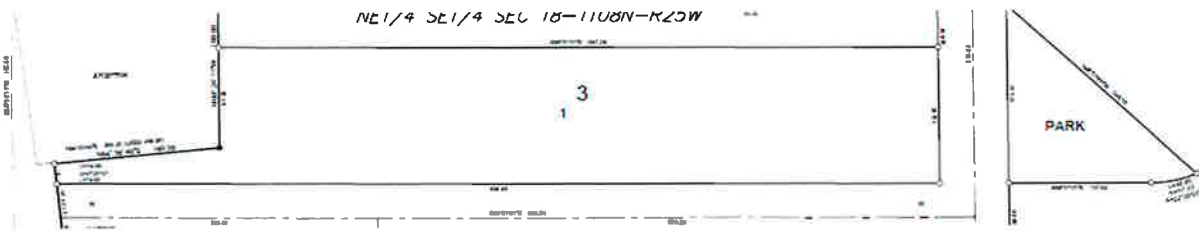
Legal Description

EXHIBIT B
Planned Unit Development Areas

Lot 1, Block 2, Fox Meadows



Lot 1, Block 3, Fox Meadows



Lot 1, Block 6, Fox Meadows

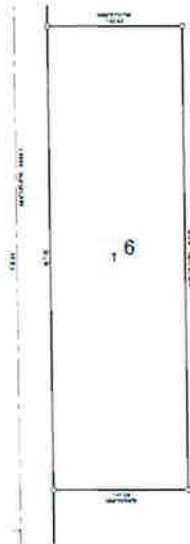


EXHIBIT C

Final Plat of Fox Meadow, Blue Earth County, Minnesota



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Planning Commission Recommendation for Final Plat

A public hearing was held on November 21st to consider an application for final plat from Troy Schrom for the Fox Meadows Housing Development. Notice was published in the newspaper and sent to property owners within 350 feet of the parcel (R121018400013).

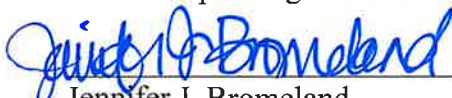
Bolton and Menk (City engineer) has been involved with both the review of the concept plan, preliminary plat, and final plat to ensure proposed street and utility infrastructure conform with City standards.

The developer will make new applications in the future for the planned unit developments for Blocks 2, 3, and 6. Each of these applications will have new public notice and hearing rights.

A motion was made and passed at the November 21st Planning Commission meeting recommending approval of the final plat with the notation that the driveways of 425 Agency Street S and 513 Agency Street S will have to be relocated off of Agency Street and that any issues related to the exception gap be addressed prior to the meeting this evening.

Attached you will find a copy of the November 21st Planning Commission meeting minutes, an updated final plat reflecting that the exception gap matter has been resolved, and Resolution No. 2022-48 to approve the final plat for Fox Meadows Phase One.

A motion is needed to accept the Planning Commission's recommendation to approve the final plat for the Fox Meadows Housing Development. (Per City Code, the final plat should not be signed until park land has been dedicated and/or fees paid and all financial security required of the developer's agreement is in place.)



Jennifer J. Bromeland
City Administrator

**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-48**

A Resolution to Approve the Final Plat of Fox Meadows Phase One

WHEREAS, the preliminary and final plat follow the concept plan that was presented;
and

WHEREAS, tonight the applicant is requesting approval of the Final Plat for Fox
Meadows Phase One; and

WHEREAS, the Planning Commission considered the Applicant's request for a Final Plat
at a duly noticed Public Hearing which took place on November 21, 2022 and
recommended approval to the City Council for consideration; and

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Eagle
Lake, Minnesota that it does hereby approve the Final Plat.

FURTHER BE IT RESOLVED, that the following conditions of approval of the Final
Plat shall be met:

1. Prior to the City's execution of the Final Plat, the Applicant must enter into an
agreement with the City for the installation of all required improvements, which
shall be referred to as the "Developer's Agreement."
2. Approval of the Developer's Agreement and the requirements and conditions of
said Developer's Agreement shall be incorporated as conditions of the City's
execution of the Final Plat.

Adopted by the City Council of Eagle Lake, Minnesota this 5th day of December, 2022.

Tim Auringer, Mayor

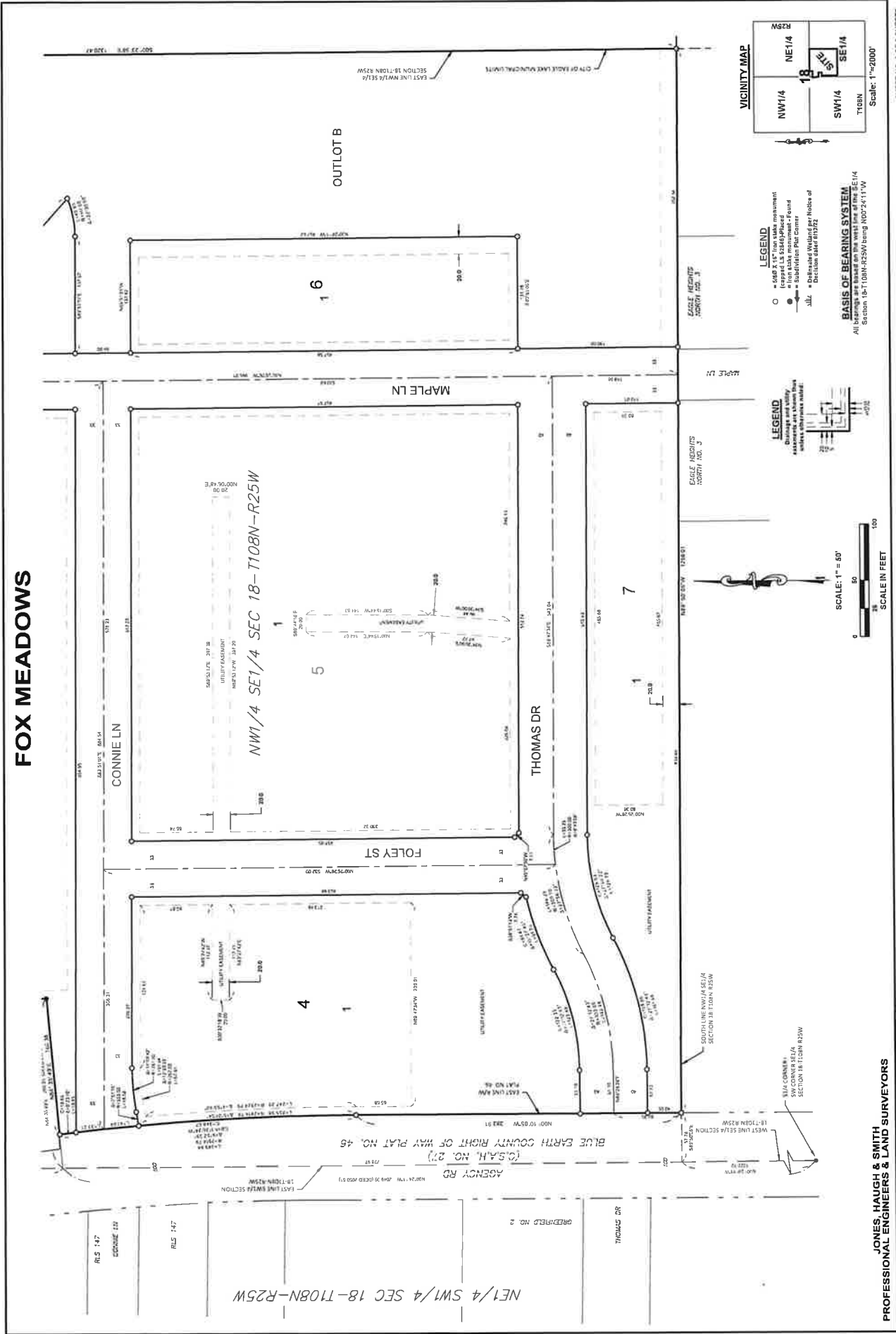
ATTEST:

Jennifer J. Bromeland, City Administrator

(S E A L)

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OFFICIAL PLAT FOX MEADOWS



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FOX MEADOWS

KNOW ALL PERSONS BY THESE PRESENTS THAT Fox Meadow Developer LLC, a Minnesota Limited Liability Company, owner of the following described property, owner of the following described property:

All that part of the NW1/4 of the SE1/4 and NE1/4 of the SW1/4 of Section 15-T10N-R23W, east of Blue Earth County Highway Right of Way Plat No. 46

EXCEPT:

All that part of the NE1/4 SW1/4 and NW1/4 SE1/4 Section 15-T10N-R23W, Blue Earth County, Minnesota, described as follows:

Beginning at the northwest corner of said SE1/4, thence South 89° 51' 01" East a distance of 286.67 feet, an iron bearing on the north line said SE1/4 bearing North 89° 49' 12" West a distance of 203.77 feet to the east line of Blue Earth County Highway Right of Way Plat No. 46 thence North 08° 35' 32" West a distance of 42.74 feet, on said east line of Blue Earth County Highway Right of Way Plat No. 46 thence North 88° 13' 51" East a distance of 100.00 feet, on said east line of Agency Street, thence North 88° 13' 51" East a distance of 100.00 feet, on said east line of Agency Street, thence South 89° 51' 01" East a distance of 89.50 feet, to the point of beginning.

AND ALSO EXCEPT:

All that part of the NW1/4 SE1/4, Section 15-T10N-R23W, City of Eagle Lake, Blue Earth County, Minnesota, described as follows: Commencing at the South Outer Corner of Section 15, thence N63°00'00" (magnetic bearing) on the west line of the SE1/4 of Section 15 a distance of 200.00 feet to the point of beginning, thence S60°00'00" (magnetic bearing) on said west line a distance of 162.00 feet, thence N53°00'00" E, 200.00 feet, thence S00°00'00" W, 162.00 feet, thence S85°00'00" W, 200.00 feet to the point of beginning.

Has caused this same to be surveyed and plotted as FOX MEADOWS, and does hereby forever dedicate to the public for public use the park, walk ways and easements as created hereon, as shown on this plat.

In witness whereof said Fox Meadow Developer LLC, a Minnesota Limited Liability Company, has caused these presents to be signed by its proper officer this _____ day of _____, 202__.

For Meadow Developer LLC, a Minnesota Limited Liability Company

Troy M. Edstrom, President

STATE OF MINNESOTA

The instrument was acknowledged before me this _____ day of _____, 202__, by Troy M. Edstrom, President of Fox Meadow Developer LLC, a Minnesota Limited Liability Company.

Scott A. Johnson, Notary Public, State of Minnesota
My Commission Expires January 31, 2025.

I, Scott A. Johnson, Notary Public, State of Minnesota, do hereby certify that the contents of this instrument, as indicated herein, were read to and by the person or persons named herein, and that the same were signed by the person or persons named herein, and that the same were acknowledged before me this _____ day of _____, 202__, by Scott A. Johnson, a licensed land surveyor.

Dated this _____ day of _____, 202__.

Scott A. Johnson, Notary Public, State of Minnesota
My Commission Expires January 31, 2025.

STATE OF MINNESOTA

This instrument was acknowledged before me this _____ day of _____, 202__, by Scott A. Johnson, a licensed land surveyor.

Approved by the Planning Commission of the City of Eagle Lake, Minnesota, this _____ day of _____, 202__.

Signed _____

Commissioner Chair

Approved by the City Council of Eagle Lake, Minnesota, this _____ day of _____, 202__.

Signed _____

City Clerk

I, Abner S. Olson, Licensed Attorney, State of Minnesota, do hereby certify that the contents of this instrument, as indicated herein, were read to and by the person or persons named herein, and that the same were signed by the person or persons named herein, and that the same were acknowledged before me this _____ day of _____, 202__.

Abner S. Olson, Licensed Attorney

I hereby certify that there are no delinquent taxes and/or delinquent special assessments, that the current taxes have been paid and that the transfer has been entered on the land description herein on this _____ day of _____, 202__.

Blue Earth County Property and Environmental Resources

I hereby certify that this instrument was filed in my office for record this _____ day of _____, 202__, at _____ O'clock _____ M., in Book _____ of Plate _____ Page _____.

County Recorder

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705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

November 21, 2022

To: Planning Chair Talle and Commission
From: Jennifer J. Bromeland, City Administrator
Re: November 21, 2022 Planning Commission Meeting

New Business

1. Public Hearing for Final Plat. A public hearing has been scheduled for this evening to consider an application for final plat from Troy Schrom for the Fox Meadows Housing Development. Notice was published in the newspaper and sent to property owners within 350 feet of the parcel (R121018400013). Attached is a copy of the application and supporting information. Bolton and Menk (City Engineer) has been involved with both the review of the concept plan, preliminary plat, and now final plat to ensure proposed street and utility infrastructure conform with City standards. A developer's agreement has been drafted and will be included on the December 5th City Council agenda for their review and approval. The developer will make new applications in the future for planned unit developments for Blocks 2, 3, and 6. Each of these applications will have new public notice and hearing rights. The preliminary plat was approved by the Planning Commission at the September 19th meeting with recommendations from Bolton and Menk. Following the Planning Commission meeting, the preliminary plat was approved by the City Council at its October 3rd meeting. Since the preliminary plat was approved, the recommendations as noted in the Preliminary Plat Engineering Review by Brian Sarff with Bolton and Menk have been addressed. A curve to the south ROW line on Connie was added – intersection appropriately modified and meets the approval of both the City and County engineer. Language has been added to the developer's agreement that the driveway for 513 Agency Street must be relocated off Agency Street and onto the new Connie Lane as part of the development project. The south driveway for 425 Agency Street must be relocated and onto the new Blace Avenue as part of the development project. City staff and engineer can reach out to both parties and coordinate a meeting to discuss what this might look like. The final plat should be approved with the notations about the driveways being located as part of the developer's agreement. Also, as part of the developer's agreement, there will be an agreement about how the cost will be split to upsize the sanitary sewer pipe and watermain on Thomas Drive to Maple Ln. There will be 5 foot sidewalks on one side of all proposed public streets. A 6 foot sidewalk will be on Thomas Drive. The plans show sidewalk on the north side of Thomas, Blace, and Connie and the west side of Foley Street and Maple Lane. We will plan to review street and utility infrastructure changes made since that time. Also, since the preliminary plat was adopted, City staff is working to secure funding to construct a shared use trail between Thomas Drive and 211th Street on the east side of Agency Street (CSAH 27).

Also included in the scope for which funding is being sought is a sidewalk segment from Thomas Drive to Blace Avenue on the east side of Agency Street (CSAH 27) and a sidewalk segment along the north side of 211th to Maple Ln. Attached for reference purposes are excerpts from the September 19th Planning Commission meeting and October 3rd City Council meeting.

- **Action Needed:** If there is an interest in approving the final plat, then a motion is needed to recommend to the City Council that the final plat be approved at its upcoming regularly scheduled meeting on December 5, 2022.

2. Application for Conditional Use Permit. Attached is an application for a Conditional Use Permit (CUP) from Troy Schrom for the area in the Fox Meadows Housing Development that is zoned R-4 for the 8-plex structures. As was shown on the initial concept plan, Mr. Schrom is seeking to construct thirteen 8-plex structures in the development zoned R-4, totaling 104 units. Mr. Schrom is seeking a CUP for grouped housing consisting of a total of thirteen buildings, each containing eight units to be located in the plat of Fox Meadows. Three buildings to be located in Block 4, eight buildings to be located in Block 5, and two buildings to be located in Block 7. Grouped housing projects are allowed in an R-4 district subject to the regulations for conditional uses. The applicant indicates that no variances will be required. Attached for reference purposes is a printout from the League of MN Cities related to Conditional Use Permits.

- **Action Needed:** A motion is needed to schedule a public hearing for the December 19th Planning Commission meeting to consider the CUP application for the area described above.

Other

1. Building and Zoning Permit Activity. Attached is building permit information. There were no zoning permits this past month. No action is needed as this is included for informational purposes.
2. Motorsports Park Project. The City Council declared at their November 7th meeting that they are postponing the decision on the need for an EIS until their December 5th meeting at which time they anticipate more information from the project proposer to be able to make a reasoned decision. Attached is a copy of a notice that was sent to anyone that submitted a comment on the supplemental EAW.
3. Planning Commission Vacancy. An advertisement was posted on the City's website and Facebook page announcing the Planning Commission vacancy. To date, no applications have been received. Discussion should also ensue about Planning Commission Member Lisa Norton's seat as she was recently elected Mayor.
4. Planning Intern Update. The prospective planning intern that reached out to the City of Eagle Lake recently is very interested in completing an internship with the city but is not able to complete an internship until this summer. Due to the nature of the internship project, it would be ideal to have an intern here during the spring semester. South Central Service Cooperative (SCSC) is currently working to find additional intern candidates that

might be seeking a spring semester internship. If there are no candidates, we will work to find a project for the intern for the summer and explore alternative options for the code update that is needed sooner.



Jennifer J. Bromeland
City Administrator

CITY OF EAGLE LAKE
November 21, 2022
PLANNING COMMISSION MEETING

Call to Order

- Meeting was called to order at 6:04 p.m. by Chairman Talle.
Present: Chairman Talle, Commissioners McCarty, Hughes, Norton, and Miller.
Absent: Commissioner Beckel
Staff Present: City Administrator Bromeland and Administrative Clerk Mandy Auringer.
Others Present: Troy Schrom, John Schulte, Jeremy Horkey, and Perry Madden.

Approval of Agenda

- Commissioner Norton moved, seconded by Commissioner Hughes to approve the agenda. A roll call was taken with all in favor. Motion carried.

Approval of Minutes

- Commissioner McCarty moved, seconded by Commissioner Miller to approve the Planning Commission meeting minutes from October 17, 2022. A roll call vote was taken with all in favor. Motion carried.

New Business

1. **Public Hearing for Final Plat: Fox Meadows Housing Development**
 - Administrator Bromeland stated that tonight's public hearing is to consider an application for the final plat from Troy Schrom for the Fox Meadows Housing Development. Notice was published in the newspaper and sent to property owners within 350 feet of the parcel. Bolton and Menk have been involved in both the review of the concept plan, preliminary plat, and now the final plat to ensure proposed street and utility infrastructure conforms to City standards. The developer will make new applications in the future for planned unit developments for Blocks 2, 3, and 6. Each application will have new public notice and hearing rights. The preliminary plat was approved by the Planning Commission at the September 19th meeting with recommendations by Bolton and Menk and approved by the City Council at the October 3rd meeting. Since the preliminary plat was approved, the recommendations as noted in the Preliminary Plat Engineering Review by Brian Sarff with Bolton and Menk have been addressed. A curve to the south ROW line on Connie Lane was added – intersection appropriately modified and meets the approval of both the City and County engineer. Language has been added to the developer's agreement that the Driveway for 513 S. Agency Street must be relocated off Agency Street and onto the new Connie Lane as part of the development project. The south driveway for 425 S. Agency Street must be relocated onto the new Blace Avenue as part of the development project. The final plat should be approved with the notations about the driveways being located as part of the developer's agreement. Also included in the developer's agreement will be an agreement about how the cost will be split to upsize the sanitary sewer pipe and watermain on Thomas Drive to Maple Lane. There will be 5-

foot sidewalks on one side of all proposed streets. A 6-foot sidewalk will be on Thomas Drive. The plans show a sidewalk on the north side of Thomas Drive, Blace Avenue, and Connie Lane and the west side of Foley Street and Maple Lane. Since the preliminary plat was adopted, City staff is working to secure funding to construct a shared use trail between Thomas Drive and 211th Street on the east side of Agency Street.

- Administrator Bromeland stated that Mr. Schrom's legal counsel and engineer have advised that there is an exception gap that is shown on the plat that they need to resolve in order for it to be recordable. Mr. Schulte explained that they are making corrections with labeling and catching any typos on the plat. He stated that all notices sent out had the correct legal description for the property. The exception gap will become an out lot. Administrator Bromeland stated that this matter would be referred to legal counsel prior to the final plat being approved by the City Council to ensure all issues have been resolved.
- Chairman Talle opened the public hearing.
- Resident Jeremy Horkey asked the Planning Commission if we wanted to become a bedroom community and have apartments and multifamily housing be the first thing you see when you come into town. He asked if the 8-plexes could be moved to a different location in the development and place more single-family homes along Agency Street. He also shared his concerns for increased traffic.
- Resident Perry Madden stated he doesn't object to multifamily housing, but he does object to the density of the project. He doesn't feel the city needs that many 8-plexes and he would prefer twin homes or even 4-plexes.
- Mr. Schrom stated that in the developer's agreement there will be language addressing screening along Agency with either a berm or landscaping.
- Chairman Talle closed the public hearing.
- Administrator Bromeland shared that the Park Board discussed if they would like another park placed in the development. They decided that they would like a .38-acre green space and the rest of the funds would be put in the park fund for future use. There will also be two play areas within the 8-plex part of the project. Commissioner Norton asked if there would be play equipment in the green space. Administrator Bromeland stated that is could be added. Chairman Talle stated that the city already has 3 parks.
- Commissioner Norton asked why the 4-plexes and 8-plexes are placed where they are. Mr. Schrom explained that with the multifamily on and Agency Street, Maple Lane, and Regency Mobile Home Park, they are transitioning the housing from higher density to lower density.
- Commissioner Norton stated that Eagle Lake does not have a good supply of patio homes for the older population and asked if there would be housing options and what the price range would be. Mr. Schrom stated that to the north all the homes would be slab on grade homes ranging from 1350sq. ft. – 1600 sq. ft., with a price range starting around \$350,000. Commissioner Hughes asked if there would still be homes with basements, Mr. Schrom confirmed there would be.
- Chairman Talle asked about the previous resident concerns with drainage. Administrator Bromeland stated the engineer reviewing the plans will verify what is proposed is designed to

address drainage created by the project. The developer will also pay WAC (water area charges) fee of around \$77,000 and SAC (sewer are charges) fee around \$20,000 to join the water and sewer system and ongoing maintenance.

- Chairman Talle addressed some of the concerns from the two residents in attendance. He stated that if the City wants to continue to grow, traffic will increase. As for the density being too much and the location of the 8-plexes, he believes that the development has good transition zoning with screening and doesn't feel the density and overall size is too much.
- Commissioner Hughes shared that she was against the rental townhomes on Linda Path that went behind her house. Since they have been built and residents have moved in, there have been no issues. There are also apartments by her family's business, Hughes Automotive, that have also been a non-issue with no problems. She stated that she talked with the owner of Cedar Path Townhomes, and he shared with her that they have residents who have been living in the townhomes since they were constructed. They have become long time residents of Eagle Lake.
- Mr. Schrom stated that the rental units for the development will be built with quality materials such as hardy board siding and granite, which creates longevity in renters. The rent will be \$1500 a month and Lloyd Management will be the property management company for the development.
- Administrator Bromeland advised the Planning Commission if they make a motion to recommend to the City Council to approve the final plat to include language about the exception gap and legal counsel and the relocation of the driveways for 513 S. Agency Street and 425 S. Agency Street.
- Commissioner McCarty moved, seconded by Commissioner Norton, to accept the final plat with the necessary modification so long as it is reviewed by legal counsel for the exception gap and the relocation of driveways at 513 and 425 S. Agency Street is notated. A roll call was taken with all in favor. Motion carried.

2. Application for Conditional Use Permit.

- Administrator Bromeland stated that Mr. Schrom submitted an application for a Conditional Use Permit for the area of Fox Meadows Housing Development that is zoned R-4 for the 8-plex structures. As was shown on the initial concept plan, Mr. Schrom is seeking to construct thirteen 8-plex structures in the development zoned R-4, totaling 104 units. Mr. Schrom is seeking a CUP for grouped housing consisting of a total of thirteen buildings, each containing eight units to be located in the plat of Fox Meadows. Three buildings to be located in Block 4, eight buildings to be located in Block 5, and 2 buildings to be located in Block 7. Grouped housing projects are allowed in an R-4 district subject to the regulations for conditional uses.
- Commissioner McCarty moved, seconded by Commissioner Hughes, to schedule a public hearing for the CUP application for Fox Meadows for the December 19th Planning Commission meeting. A roll call was taken with all in favor, motion carried.

Other

1. Building and Zoning Permit Activity. Permit activity was presented for the months of October and November. Administrator Bromeland gave an update that Regency is still trying to locate dumpsters to remove 11 mobile homes that have been deemed uninhabitable.

2. Mankato Motorsports Park Project. Administrator Bromeland gave an update on the Motorsports Park project. The City Council declared at their November 7th meeting that they are postponing the decision on the need for an EIS until their December 5th meeting at which time they anticipate more information from the project proposer to be able to make a reasonable decision.

3. Planning Commission Vacancy.
 - An advertisement was posted on the City's Facebook page and website announcing the Planning Commission vacancy. No applications have been received, to date.
 - Discussion took place of Lisa resigning from the Planning Commission as she was recently elected Mayor. The Planning Commission has never had a member from the City Council. Commissioner McCarty stated he would like a council member to be on the Planning Commission in order to have information to bring back to the council. Commissioner Norton stated she felt like it would be a conflict of interest to sit on both the City Council and the Planning Commission.
 - Commissioner Norton thought it would be a good idea to reach out to those who ran for council positions but were not elected to fill the 2 vacancies. Chairman Talle asked if the Planning Commission had a specific number they need for members. Administrator Bromeland responded that the Planning Commission needs to have seven members.

4. Planning Intern Update
 - The prospective planning intern is very interested in completing an internship with the city but is not able to complete an internship until the summer. Due to the intern project, it would be ideal to have an intern here during the spring semester. South Central Service Cooperative (SCSC) is currently working to find additional intern candidates that might be seeking a spring semester internship. If there are no candidates, we will work to find a project for the intern for the summer and explore alternative options for the code update that is needed sooner.

 - The next regular scheduled Planning Commission meeting is December 19, 2022, at 6:00 p.m. in City Hall Council Chambers, 705 Parkway Avenue.

Adjournment

- Commissioner McCarty moved, seconded by Commissioner Miller to adjourn. A roll call vote was taken with all voting in favor. Meeting adjourned at 7:00 p.m.

Trent Talle, Chairman

Mandy Auringer, Administrative Clerk

FINAL PLAT APPLICATION



705 Parkway Ave., PO Box 159
Eagle Lake, MN 56024
(507)257-3218
(507)257-3220 fax

Name Troy Schrom
Address 704 Parkway Ave Eagle Lake, MN 56024
Phone (507) 257-5110 Cell Phone (507) 390-5346
Email Address troymschrom@gmail.com
Parcel ID # R121018400013
Street Address of Property to be Platted NE1/4 of the SW1/4 of Section 10-T108N-R25W

The final plat shall include the following information

1. Items Outlined in Chapter 5 Section of the City Code.
2. Amendments of the Preliminary Plat

Troy Schrom
Applicant's Signature

10/28/2022
Date

Office Use Only:

- Application Fee Paid \$100.00
- \$10 per Lot Paid lots x \$10.00/lot = \$ pd
- Notification Letters Sent
- Billing for Notification Letters pd notices x \$2.00/notice = \$ (properties within 350 feet)
- Bill for Notices Paid
- Planning Commission Hearing Held
 - Planning Commission Action Approved Denied Tabled
 - Planning Commission Comments
- City Council Meeting Held
 - City Council Action Approved Denied Tabled
 - City Council Comments

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- Chairman Talle asked how many acres this development is and if it were all single-family homes how many could be placed on it. Mr. Schulte stated it is 37 acres. Commissioner McCarty stated you could build around 92-93 single family homes, which would only be slightly less than the 120 units the developer is proposing.
- Commissioner McCarty asked if there could be some sort of tree/shrub buffer between Agency Street and the 8-plexes. Mr. Schrom stated that they could look into some sort of screening/trees. Administrator Bromeland stated that that is something that could be added to the Developers Agreement.
- Commissioner McCarty stated that re-zoning the portion of the development with the 8-plexes to an R-4 makes sense and the transition seems appropriate. Mr. Humpal agreed and stated that the higher density should be along Agency Street with a transition to less density.
- Administrator Bromeland asked the height of the structures. Mr. Schulte confirmed that they would be well below the 35 feet at 17 and 23 feet.
- Commissioner McCarty moved, seconded by Commissioner Beckel to approve the re-zoning but with a change of the portion with 8-plexes from an R-3 to an R-4. A roll call was taken with all in favor. Motion carried.

3. Public Hearing for Preliminary Plat: Fox Meadows Housing Development.

- Administrator Bromeland gave a background to consider an application for preliminary plat from Troy Schrom for the Fox Meadows Housing Development. Notice was sent out to residents within a 300-foot radius but notice for this project was sent out to residents within a 350-foot radius since the area to be rezoned required notice sent to properties within 350 feet for consistency purposes. Items for review are lot plan, existing conditions, street plan, utility plan, grading plan, and storm sewer plan which were all reviewed by Bolton and Menk.
- Administrator Bromeland asked about water looping. Mr. Sarff stated that the looping will be completed with the project from Thomas/Agency to Maple Lane. Commissioner Miller stated that the water looping would be a benefit to the city. Chairman Talle agreed and added that it would be a benefit for a fire call as it would increase the water pressure with the hydrants.
- Mr. Schulte explained that the sanitary sewer hookup at Thomas Drive will go as deep as possible to the East and to the township road. Mr. Sarff commented that there will be additional hookups that run north. It will be split to two different sewer sheds. There will be water hookups at each street. The water looping will go all the way through the development. There will be hammerheads for the firetrucks to turn around. Thomas Drive will be the main road with 6-foot sidewalks, all other streets will have 5-foot sidewalks. All streets will be 36 feet from curb to curb. Thomas will have a 14-foot boulevard, all other streets will have a 6-foot boulevard.
- Chairman Talle opened the public hearing.
- Mr. Winkler voiced his concerns about children crossing Agency Street and how busy it is. Chairman Talle asked him if he would like a sidewalk on his property. Mr. Winkler stated that he would be fine with a sidewalk on his property if it could save one child's life. He also voiced concerns with the speeds of the vehicles.

Planning Commission
mtg.

- Chairman Talle closed the public hearing.
- Administrator Bromeland stated that a pedestrian connectivity study is being done on this section of town. The study will look at the best side for a path or trail and crossing locations.
- Mr. Schrom gave a description for the timeline of the project. Phase 1 is currently out to bid, when they receive the bids back, they will have a more definitive answer for the timeline. Phase 2 is on a 3 year start time but will depend on the economy. Everything for both phases will be platted at the same time.
- The Planning Commission reviewed the letter from Bolton and Menk on their engineering review for the Preliminary Plat. Chairman Talle asked if the letter from Bolton and Menk would be addressed at a later date with the City Council. Administrator Bromeland confirmed that it would be included with any materials that are presented to the City Council for preliminary plat approval.
- Commissioner McCarty moved, seconded by Commissioner Rose to approve the Preliminary Plat with the recommendations from Bolton and Menk. A roll call was taken with all in favor. Motion carried.

Other

1. Building and Zoning Permit Activity. Permit activity was presented for the months of August and September.
 2. Supplemental EAW for Mankato Motorsports Park Project. Administrator Bromeland gave an update on the Motorsports Park project. A supplemental EAW was presented to the City Council at their Special Council Meeting on Monday, September 12th. The City Council deemed the supplemental EAW complete. It has been sent to the EQB, with public comment period beginning September 20th and ending October 20th. A copy of the EAW is available for public viewing on the City's website at eaglelakemn.com.
- The next regular scheduled Planning Commission meeting is October 17, 2022, at 6:00 p.m. in City Hall Council Chambers, 705 Parkway Avenue.

Adjournment

- Commissioner Rose moved, seconded by Commissioner Miller to adjourn. A roll call vote was taken with all voting in favor. Meeting adjourned at 7:46 p.m.

Trent Talle, Chairman

Mandy Auringer, Administrative Clerk

- When the topic of TIF and Section 8 house was broached, the City's attorney stated this is a slippery topic which is not for Council to consider. Administrator Bromeland explained that 20% of the units need to be at 50% of the median income standard. This translated to 13 of the 64 units must meet the above-mentioned standard.
 - Council Member Whittington moved, seconded by Council Member Rohrich, to approve the rezoning as recommended by the Planning Commission which includes the area to be re-zoned R-4 is for 8-plex structures, the area to be re-zoned R-2 is for twin homes, and the area to be re-zoned R-1 is for signal family homes. The motion carried with Council Members Rohrich, White, Whittington, and Mayor Auringer voting in favor. Council Member Steinberg voted in opposition.
3. Recommendation from Planning Commission for Parcel ID #R12.10.18.400.013
- Administrator Bromeland stated an application for a preliminary plat was received from Troy Schrom to plat land that he owns (R12.10.18.400.13) for the Fox Meadows Housing Development that is currently located in City limits. Notices of the public hearing was published in the newspaper and mailed to residents within 350 feet of the parcel. A public hearing was held at the September 10th Planning Commission meeting.
 - One resident provided feedback at the public hearing with respect to safety concerns about children crossing Agency Street in this area and the speed of vehicles. Since public hearing, a letter has been received from Eugene and Joyce Bruender, who live at 425 S. Agency Street. In their letter, they identify some items of concern as it relates to placement of sidewalk on Blace, the driveway on the south side of their property to Blace Avenue, trees on the south side of their property that may be impacted by the right of way, and a filed tile on the east side of their property.
 - The City's engineer with Bolton and Menk has been involved with the review of the concept plan and preliminary plat. Mr. Sarff was asked to review the preliminary plat and provide his feedback as it relates to street and utility infrastructure requirements and city standards. The Planning Commission recommends that the Preliminary Plat be approved with the recommendations from the City's engineer for street and utility infrastructure requirements.
 - Mr. Sarff explained there was no firm resolution at the Planning Commission meeting regarding sidewalks and safety but there had been talk of a Thomas Drive crossing with the Agency Street project, however, Blace may now be a better location for the crossing.
 - Discussion included the need to look at providing safe access to children to get to school and play areas. There is a need to look at the speed of traffic on Agency Street, consider stop signs and general traffic flow and bud stop locations. It was asked if the pedestrian connectivity study could look at this. The pedestrian connectivity study is planned to go before Council at the November meeting. Discussion included the possibility of flashing signs along Agency Street.
 - John Schulte, a representative for Troy Schrom, stated within the development there will be sidewalks on every street as required by City Code.
 - Mayor Auringer stated before Council is the preliminary plat and that modifications can be made with the final plat.
 - Administrative Bromeland stated in a phone call today with Mr. Schrom discussion included the need to ensure that easements are not encroached upon, and parkland and parkland dedication fees need to be determined.
 - Mr. Michels previously expressed concern with potential project changes and Council's density concerns were discussed and the desire to address these in the developer's agreement.

- Mr. Sarff answered questions regarding infrastructure needs with this project and explained that he has looked at existing infrastructure and stated it was sized with future growth in mind. Storm water run off has been taken into consideration and a controlled discharge and been included with this project.
 - The current plans include .38 acres for parkland in the area currently in city limits. The City will follow the park land dedication calculation in code.
 - County Commissioner Kip Bruender addressed speed concerns on Agency Street and explained that if a speed study is requested, it could result in speeds being lowered or increased and this is a risk of such a study. Mr. Bruender recommended that the City work with Ryan Thielges at Blue Earth County and stated that the County may be able to assist the City with cost sharing options.
 - Council Member Whittington moved, seconded by Council Member Rohrich, to approve the preliminary plat. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
4. Developer's Agreement for Fox Meadows
- Chris Kennedy stated he has meet with Mr. Schrom and his attorney to work on the developer's agreement and that good progress has been made and that there are existing items to still be worked out.
 - Administrator Bromeland explained that the developer's agreement can be approved concurrently with the final plat.
 - Troy Schrom explained it is his intention to begin phase 1 this fall with completion in 2023, phase 2 would include the 8-plex units to the east.
5. Recommendation to Hire Andrew Hartman of the New Public Works Director
- Administrator Bromeland explained that a hiring committee, comprised of Mayor Auringer, Council Member Steinberg, Public Works Director Brian Goettl, Jess Steinke with the MN Valley Council of Governments and herself recently interviewed two finalists for the position of Public Works Director. The hiring committee recommends that Andrew Hartman be hired a Public Works Director. Mr. Hartman's current title with the City is Public Works Supervisor.
 - She went on to explain that with the current Public Works Director retiring on February 10, 2023, the hiring committee recommends that Mr. Hartman be given the title of Public Works Director in training, effective immediately, and that he be placed at Grade 11, Step 1 on the pay schedule as he trains alongside Mr. Goettl and that Mr. Hartman will have opportunities to advance up the pay scale with satisfactory performance evaluations.
 - Council Member Steinberg moved, seconded by Council Member White, to hire Andrew Hartman as Public Works Director. The motion carried with Council Members Steinberg, Rohrich, White, Whittington, and Mayor Auringer voting in favor.
 - Discussion included the budget effects on paying two Directors wages until Mr. Goettl retires. Administrator Bromeland said that it is a concern but that the City Council wanted to advertise and fill the position quickly to promote a smooth transition and to minimize service impacts of being short staffed and that was what was done and that is a drawback. It was noted that the department has had a vacant part-time position and it is hoped that wages will be at or below what is budgeted by year end but that it is a budget and this wasn't something that was planned for when the budget was set last December.
6. Commence Hiring Process for Full-Time Public Works Worker
- Administrator Bromeland stated that with the promotion of Andrew Hartman to Public Works Director and the upcoming retirement of Public Works Director Brian Goettl, another full-time public works worker is needed. Given the current hiring environment and labor shortage concerns, City staff recommend to commencing the hiring process now. If approved, and advertisement can be posted as "open until filled" so

The Free Press THE LAND MEDIA

P.O. Box 3287, Mankato, MN 56002
www.mankatofreepress.com phone: (507) 344-6314, fax: (507) 625-1149

Ad Proof

This is the proof of your ad scheduled to run on the dates indicated below. Please proofread carefully and if changes are needed, contact us prior to deadline at or email at mthomas@mankatofreepress.com.

DATE 11/01/22

Client:
CITY OF EAGLE LAKE
PO BOX 159
EAGLE LAKE, MN 56024-0000
(507) 257-3218

ACCOUNT NUMBER: 110586
ACCOUNT REP: DANNY CREEL
ACCOUNT REP PHONE: (507) 344-6351
ACCOUNT REP EMAIL:
DCREEL@MANKATOFREEPRESS.COM

Ad ID: 654395

Start: 11/09/22

Stop: 11/09/22

Total Cost: \$41.17

of Lines: 35

Columns Wide: 1

of Inserts: 2

Ad Class: Legals

Phone #

Email: mthomas@mankatofreepress.com

Publications:

The Free Press
MankatoFreePress.com

Public Notice
November 9, 2022
**PLANNING COMMISSION
OF EAGLE LAKE**

Notice is hereby given that the Planning Commission of the City of Eagle Lake, Blue Earth County, Minnesota, will meet at 6:00 p.m. on Monday, November 21, 2022 at City Hall, 705 Parkway Avenue, Eagle Lake, MN, and hold a Public Hearing to consider a final plat from Troy Schrom with Fox Meadows Townhomes LLC for the property described as part of the Northeast Quarter (NE1/4), Southwest Quarter (SW1/4), Section 18-T108N-R25W (parcel ID # R121018400013).

The Planning Commission shall within a reasonable time, pass upon the final plat as originally submitted or modified. If approved, the Planning Commission shall express its approval as conditional approval and state the conditions of such approval, if any, or if disapproved, shall express its reasons therefore. Such approval or disapproval shall be transmitted to the Council and the Council shall approve or disapprove the final plat.

Jennifer J. Bromeland
City Administrator

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October 31, 2022

**PUBLIC NOTICE
PLANNING COMMISSION OF EAGLE LAKE**

Notice is hereby given that the Planning Commission of the City of Eagle Lake, Blue Earth County, Minnesota, will meet at 6:00 p.m. on Monday, November 21, 2022 at City Hall, 705 Parkway Avenue, Eagle Lake, MN, and hold a Public Hearing to consider a final plat from Troy Schrom with Fox Meadows Townhomes LLC for the property described as part of the Northeast Quarter (NE1/4), Southwest Quarter (SW1/4), Section 18-T108N-R25W (parcel ID # R121018400013).

The Planning Commission shall within a reasonable time, pass upon the final plat as originally submitted or modified. If approved, the Planning Commission shall express its approval as conditional approval and state the conditions of such approval, if any, or if disapproved, shall express its reasons therefore. Such approval or disapproval shall be transmitted to the Council and the Council shall approve or disapprove the final plat.

You are receiving this notice because your property is located within 350 feet of the proposed subdivision.

Jennifer J. Bromeland
City Administrator
(507) 257-3218

Email: jbromeland@eaglelakemn.com



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

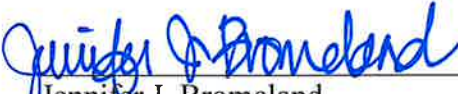
December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: F-250 for Public Works Department

Attached is a capital outlay expenditure request from Public Works Department for the replacement of the 2008 Ford F-250. Included you will find pricing for a 2023 Ford F-250 and 2023 Chevy Silverado 2500HD.

The Public Works Department included \$11,000 in each of the five departments – water, sewer, storm, streets, and parks – for this purchase in 2023. Previously, there was \$40,000 allocated in the streets capital outlay for this purchase. Since there will be unused funds in the streets capital outlay fund, those funds can be applied towards the additional outfitting needed for the truck including plow, lightbar, etc. since the base cost of the vehicle exceeded what was anticipated.

A motion is needed to approve the purchase of a replacement for the 2008 Ford F-250.



Jennifer J. Bromeland
City Administrator

402

**City of Eagle Lake
Departmental Expenditure Request Form**

Project/Equipment Description: Replacement of the 2008 Ford F-250

Department Name:

Public Works

Requested Amount of Funds:

\$51,195.00

Source of Funds:

Capital Outlay

Budgeted Amount:

\$55,000.00

Balance in Budget:

\$55,000

Capital Outlay Expenditure? Yes No

Replacement Equipment? Yes No

Were Multiple Bids Obtained? Yes No NA

Brief Project/Equipment Justification:

The Ford F-250 that we currently have was set to be replaced in 2022, ford took away government ordering last year. This purchase will come out of the 2023 budget. The f-250 is a vital piece of equipment for verious thing we do on a daily basis. This purchase will replace our 2008 F-250.

Submitted By: Andrew Hartman

Date: 11/30/2022

403

Prepared for: Andrew

City of Eagle Lake

Prepared by: Joseph Bidwell

11/17/2022



Harrison Ford | 1935 Madison Avenue Mankato Minnesota | 560015414

2023 F-250 4x4 SD Super Cab 6.75' box 148" WB SRW XLT (X2B)

Price Level: 315

Pricing Summary - Single Vehicle

	MSRP
<i>Vehicle Pricing</i>	
Base Vehicle Price	\$52,755.00
Options	\$2,020.00
Colors	\$0.00
Upfitting	\$0.00
Fleet Discount	\$0.00
Fuel Charge	\$0.00
Destination Charge	\$1,795.00
Subtotal	\$56,570.00

Pre-Tax Adjustments

Code	Description	MSRP
Gov	Government Concession	-\$300.00
DD	Dealership Discount	-\$5,075.00
Total		\$51,195.00

Customer Signature

Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Renee Kinney
Mankato Motors Co.
1815 Madison Ave
Mankato, MN 56001

BID

City of Eagle Lake
P.O. Box 159
Eagle Lake, MN 56024

Bid # 0000001

Bid Date 11/30/2022

Item	Description	Unit Price	Quantity	Amount
Product	2023 Chevy Silverado 2500HD	48695.00	1.00	48,695.00
NOTES: Total price is \$53395.00 - \$4700.00 (rebate) which brings it to \$48695.00				
				Subtotal 48,695.00
				Total 48,695.00
				Amount Paid 0.00
				Bid \$48,695.00

405



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax


December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: MetroNet Fiber Internet Quotes

Attached you will find a proposal and business agreements from MetroNet for fiber internet at City of Eagle Lake locations including City Hall/Police, Fire Hall, Public Works, Main Lift Station, Pump House, and Water Tower. The business agreements have a term of 60 months. Per MetroNet, the cost will not increase during the service agreement term.

Discussion should ensue.

A motion is necessary to approve the proposal and business agreements from MetroNet for fiber internet at the locations listed above.


Jennifer J. Bromeland
City Administrator

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Jennifer Bromeland

From: Jon Rodd <Jon.Rodd@metronet.com>
Sent: Monday, November 28, 2022 11:08 AM
To: Jennifer Bromeland
Subject: RE: City of Eagle Lake and Metronet
Attachments: City of Eagle Lake Metronet Fiber Internet Quote.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Jennifer attached is the updated proposal.

We would like to get your approval on the locations so we can enter them in our queue for designing and our construction process. We will notify you of each location for a site survey and you can determine which locations you would like connected once you have your SCADA service ready to go. As we mentioned, you will not be billed until we have each location connected. Usually after making the physical connection, you are billed 30 days after.

Please let me know if you have any additional questions and thank you for working with us.

Jon

From: Jon Rodd
Sent: Monday, November 28, 2022 9:00 AM
To: Jennifer Bromeland <jbromeland@eaglelakemn.com>
Subject: City of Eagle Lake and Metronet

Good morning Jennifer.

My construction supervisor was asking about the city of Eagle Lake connections. Is there anything else that you need from me? Is this a proposal you have to provide to the city Council?

I can let him know more details about timing.

Thank you,

Jon

Jonathan C. Rodd



Enterprise Acct Exec-GEM | Metronet
507.214.0282
Jon.Rodd@metronet.com
213 S. Oak Ave • Owatonna, MN 55060
Business Customer Service: 855.769.0936
business-customer-service@metronet.com

SERVICE QUOTE

metronet

Customer: City of Eagle Lake, MN
705 Parkview Avenue
Eagle Lake, MN

Contact: Jennifer Bromeland

Date: November 3, 2022

Contact: Jonathan Rodd

Phone: (507) 213-0190

Email: jonathan.rodd@metronet.com

Description: Quote for Metronet 100% fiber internet service at five ⁶(5) City of Eagle Lake locations. Due to fiber construction costs, Metronet requires a minimum of \$700.00 per month in combined revenue in order to service the locations below. 60 month term.

Quantity	Location	Service	Installation Charge	Monthly Charge
1	<i>Recently added</i> Pump House - 100 Thomas Drive, Eagle Lake, MN SCADA	200 Mb/200 Mb Business Fiber Standard Internet	\$0.00	\$129.95
1	Public Utilities - 90 LeRay Avenue, Eagle Lake, MN	200 Mb/200 Mb Business Fiber Standard Internet	\$0.00	\$129.95
1	Fire Department - 101 Planview Street, Eagle Lake, MN	200 Mb/200 Mb Business Fiber Standard Internet	\$0.00	\$129.95
1	Water Tower - 97 N. 3rd Street, Eagle Lake, MN SCADA	200 Mb/200 Mb Business Fiber Standard Internet	\$0.00	\$129.95
1	City Hall - 705 Parkview Avenue, Eagle Lake, MN	200 Mb/200 Mb Business Fiber Standard Internet	\$0.00	\$180.00
1	Main Lift Station- 208 Thomas Drive, Eagle Lake, MN SCADA	200 Mb/200 Mb Business Fiber Standard Internet	\$0.00	\$129.95
TOTAL			\$0.00	\$829.75

THANK YOU FOR THE OPPORTUNITY TO QUOTE THIS BUSINESS!
This document is for discussion purposes only; it is not a legal offer.
This Service Quote expires thirty (30) days from the date hereof.

CONFIDENTIAL INFORMATION

metronet

408

Date: 11/15/2022

Business Agreement

If Agreement is not executed, pricing will expire on: 12/15/2022

Paperwork Prepared By: Jonathan Rodd

Customer Name	City of Eagle Lake <i>Public Works</i>	Subscriber ID	
Physical Address	90 LeRay Avenue Eagle Lake, MN 56024	Billing Address	City of Eagle Lake 705 Parkview Avenue, Eagle Lake, MN 56024
Primary Contact: Jennifer Bromeland		Contact to Receive Metronet Text Alerts:	
Primary Contact Number: 507 257-3218		Contact Phone Number:	
Primary Contact Email: jrbromeland@eaglelakemn.com		Contact Email Address:	

Referring Customer: City of Eagle Lake	Referring Customer Subscriber ID:
---	--

Service Agreement Term: 60 month(s)
--

Internet

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Business Fiber Standard 200Mb/200Mb	Business Fiber Standard providing Internet access at 200Mb download and 200Mb upload speeds.	\$129.95	\$129.95

Internet - Static IP

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Static IP: 1 - Included	1 Static IP included with Business Fiber Standard, Premium, and Elite	\$0.00	\$0.00

Monthly Net Total: \$129.95

Terms & Conditions

By signing this Business Agreement, Customer ("you") acknowledges that Customer has had an opportunity to read and review the terms and conditions of this Business Agreement, and all Metronet terms and conditions applicable to the services that are referenced herein, including our Business Terms and Conditions, our tariff, our Acceptable Use and Privacy Policy ("AUPP"), our Additional Terms of Service Addendum ("Business"), our Managed Wi-Fi Terms of Service, any Statement of Work ("SOW"), Letters of Authorization, and any other terms and conditions that govern the services specifically included in this Business Agreement (all such documents relating to Customer's Services are collectively the "Agreement"). Customer agrees to abide by the Agreement's terms and conditions as amended or updated from time to time. The Agreement can be found at www.metronet.com/terms-conditions and constitutes the entire agreement between Customer and Metronet with respect to the Services.

Signature:
Title:
Date:

Date	11/15/2022
Sales Associate	Jonathan Rodd
Customer	City of Eagle Lake
Subscriber ID	
Address	90 LeRay Avenue, Eagle Lake MN 56024

The Primary Contact and Additional Authorized Contacts listed below, have authorization to act on this account (e.g. make billing changes, request changes and upgrades in service/equipment, cancel service, make address changes, request and provide account information, give and accept notices, etc.) whether such action is taken by telephone, electronically or other manner. In the event the Primary Contact or an Additional Authorized Contact ceases to be authorized or a new individual becomes authorized, it is the responsibility of the Primary Contact (or an Additional Authorized Contact in the event of a change in Primary Contact) to provide MetroNet written notice of such change. MetroNet may, but shall have no obligation to, verify authorizations or the identity of the authorizer.

Primary Contact	Title	Phone	Email
Jennifer Bromeland	City Administrator	507 257-3218	bromeland@eaglelakemn.com
Onsite Contact	Title	Phone	Email
Accounts Payable	Title	Phone	Email
Additional Authorized Contacts	Title	Phone	Email

The undersigned represents and warrants to MetroNet that he/she is authorized to sign this Authorization form on behalf of the Customer

Name:

Signature

Date



Date: 11/16/2022

Business Agreement

If Agreement is not executed, pricing will expire on: 11/30/2022

Paperwork Prepared By: Jonathan Rodd

Customer Name	City of Eagle Lake - Main Lift Station	Subscriber ID	
Physical Address	208 Thomas Drive Eagle Lake, MN 56024	Billing Address	City of Eagle Lake 705 Parkway Avenue Eagle Lake, MN 56024
Primary Contact: Jennifer Bromeland		Contact to Receive Metronet Text Alerts:	
Primary Contact Number: 507 257-3218		Contact Phone Number:	
Primary Contact Email: jrbromeland@eaglelakemn.com		Contact Email Address:	
Referring Customer:		Referring Customer Subscriber ID:	

Service Agreement Term: 60 month(s)

Internet

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Business Fiber Standard 200Mb/200Mb	Business Fiber Standard providing Internet access at 200Mb download and 200Mb upload speeds.	\$129.95	\$129.95

Internet - Static IP

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Static IP: 1 - Included	1 Static IP included with Business Fiber Standard, Premium, and Elite	\$0.00	\$0.00

Monthly Net Total: \$129.95

Terms & Conditions

By signing this Business Agreement, Customer ("you") acknowledges that Customer has had an opportunity to read and review the terms and conditions of this Business Agreement, and all Metronet terms and conditions applicable to the services that are referenced herein, including our Business Terms and Conditions, our tariff, our Acceptable Use and Privacy Policy ("AUPP"), our Additional Terms of Service Addendum ("Business"), our Managed Wi-Fi Terms of Service, any Statement of Work ("SOW"), Letters of Authorization, and any other terms and conditions that govern the services specifically included in this Business Agreement (all such documents relating to Customer's Services are collectively the "Agreement"). Customer agrees to abide by the Agreement's terms and conditions as amended or updated from time to time. The Agreement can be found at www.metronet.com/terms-conditions and constitutes the entire agreement between Customer and Metronet with respect to the Services.

Signature:
Title:
Date:

Date	11/16/2022
Sales Associate	Jonathan Rodd
Customer	City of Eagle Lake - Main Lift Station
Subscriber ID	
Address	208 Thomas Drive, Eagle Lake MN 56024

The Primary Contact and Additional Authorized Contacts listed below, have authorization to act on this account (e.g. make billing changes, request changes and upgrades in service/equipment, cancel service, make address changes, request and provide account information, give and accept notices, etc.) whether such action is taken by telephone, electronically or other manner. In the event the Primary Contact or an Additional Authorized Contact ceases to be authorized or a new individual becomes authorized, it is the responsibility of the Primary Contact (or an Additional Authorized Contact in the event of a change in Primary Contact) to provide MetroNet written notice of such change. MetroNet may, but shall have no obligation to, verify authorizations or the identity of the authorizer.

Primary Contact	Title	Phone	Email
Jennifer Bromeland	City Administrator	507 257-3218	jbromeland@eaglelakemn.com
Onsite Contact	Title	Phone	Email
Accounts Payable	Title	Phone	Email
Additional Authorized Contacts	Title	Phone	Email

The undersigned represents and warrants to MetroNet that he/she is authorized to sign this Authorization form on behalf of the Customer

Name:

Signature

Date

Date: 11/3/2022

Business Agreement

If Agreement is not executed, pricing will expire on: 12/3/2022
 Paperwork Prepared By: Jonathan Rodd

Customer Name	City of Eagle Lake - Pump House	Subscriber ID	
Physical Address	100 Thomas Drive Eagle Lake, MN 56024	Billing Address	City of Eagle Lake 705 Parkview Avenue Eagle Lake, MN 56024
Primary Contact: Jennifer Bromeland		Contact to Receive Metronet Text Alerts:	
Primary Contact Number: 507 257-3218		Contact Phone Number:	
Primary Contact Email: jrbromeland@eaglelakemn.com		Contact Email Address:	

Referring Customer:	Referring Customer Subscriber ID:
----------------------------	--

Service Agreement Term: 60 month(s)
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Internet

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Business Fiber Standard 200Mb/200Mb	Business Fiber Standard providing Internet access at 200Mb download and 200Mb upload speeds.	\$129.95	\$129.95

Internet - Static IP

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Static IP: 1 - Included	1 Static IP included with Business Fiber Standard, Premium, and Elite	\$0.00	\$0.00

Monthly Net Total: \$129.95

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Signature:
Title:
Date:

Date	11/3/2022
Sales Associate	Jonathan Rodd
Customer	City of Eagle Lake - Pump House
Subscriber ID	
Address	100 Thomas Drive, Eagle Lake MN 56024

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Name: _____

Signature _____

Date _____



Date: 11/3/2022

Business Agreement

If Agreement is not executed, pricing will expire on: 12/3/2022

Paperwork Prepared By: Jonathan Rodd

City Hall

Customer Name	City of Eagle Lake	Subscriber ID	
Physical Address	705 Parkview Avenue Eagle Lake, MN 56024	Billing Address	City of Eagle Lake 705 Parkview Avenue Eagle Lake, MN 56024
Primary Contact: Jennifer Bromeland		Contact to Receive Metronet Text Alerts:	
Primary Contact Number: 507 257-3218		Contact Phone Number:	
Primary Contact Email: jrbromeland@eaglelakemn.com		Contact Email Address:	

Referring Customer:	Referring Customer Subscriber ID:
----------------------------	--

Service Agreement Term: 60 month(s)
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Internet

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Business Fiber Standard 200Mb/200Mb	Business Fiber Standard providing Internet access at 200Mb download and 200Mb upload speeds.	\$180.20	\$180.20

Internet - Static IP

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Static IP: 1 - Included	1 Static IP included with Business Fiber Standard, Premium, and Elite	\$0.00	\$0.00

Monthly Net Total: \$180.20

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Title:
Date:

Date	11/3/2022
Sales Associate	Jonathan Rodd
Customer	City of Eagle Lake
Subscriber ID	
Address	705 Parkview Avenue, Eagle Lake MN 56024

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Name:

Signature

Date



Date: 11/15/2022

Business Agreement

If Agreement is not executed, pricing will expire on: 12/15/2022
Paperwork Prepared By: Jonathan Rodd

Customer Name	City of Eagle Lake - Watertower	Subscriber ID	
Physical Address	97 N. 3rd Street Eagle Lake, MN 56024	Billing Address	City of Eagle Lake 705 Parkway Avenue Eagle Lake, MN 56024
Primary Contact: Jennifer Bromeland		Contact to Receive Metronet Text Alerts:	
Primary Contact Number: 507 257-3218		Contact Phone Number:	
Primary Contact Email: jrbromeland@eaglelakemn.com		Contact Email Address:	

Referring Customer:	Referring Customer Subscriber ID:
----------------------------	--

Service Agreement Term: 60 month(s)
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Internet

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Business Fiber Standard 200Mb/200Mb	Business Fiber Standard providing Internet access at 200Mb download and 200Mb upload speeds.	\$129.95	\$129.95

Internet - Static IP

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Static IP: 1 - Included	1 Static IP included with Business Fiber Standard, Premium, and Elite	\$0.00	\$0.00

Monthly Net Total: \$129.95

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Signature:
Title:
Date:

417

Date	11/15/2022
Sales Associate	Jonathan Rodd
Customer	City of Eagle Lake - Watertower
Subscriber ID	
Address	97 N. 3rd Street, Eagle Lake MN 56024

The Primary Contact and Additional Authorized Contacts listed below, have authorization to act on this account (e.g. make billing changes, request changes and upgrades in service/equipment, cancel service, make address changes, request and provide account information, give and accept notices, etc.) whether such action is taken by telephone, electronically or other manner. In the event the Primary Contact or an Additional Authorized Contact ceases to be authorized or a new individual becomes authorized, it is the responsibility of the Primary Contact (or an Additional Authorized Contact in the event of a change in Primary Contact) to provide MetroNet written notice of such change. MetroNet may, but shall have no obligation to, verify authorizations or the identity of the authorizer.

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Name: _____

Signature _____

Date _____



Date: 11/15/2022

Business Agreement

If Agreement is not executed, pricing will expire on: 12/15/2022
 Paperwork Prepared By: Jonathan Rodd

Customer Name	City of Eagle Lake Fire Station	Subscriber ID	
Physical Address	101 Planview Street Eagle Lake, MN 56024	Billing Address	City of Eagle Lake 705 Parkway Avenue Eagle Lake, MN 56024
Primary Contact: Jennifer Bromeland		Contact to Receive Metronet Text Alerts:	
Primary Contact Number: 507 257-3218		Contact Phone Number:	
Primary Contact Email: jrbromeland@eaglelakemn.com		Contact Email Address:	

Referring Customer:	Referring Customer Subscriber ID:
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Service Agreement Term: 60 month(s)
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Internet

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Business Fiber Standard 200Mb/200Mb	Business Fiber Standard providing Internet access at 200Mb download and 200Mb upload speeds.	\$129.95	\$129.95

Internet - Static IP

QTY	PRODUCT NAME	DESCRIPTION	UNIT PRICE	NET TOTAL
1	Static IP: 1 - Included	1 Static IP included with Business Fiber Standard, Premium, and Elite	\$0.00	\$0.00

Monthly Net Total: \$129.95

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Signature:
Title:
Date:

419

Date	11/15/2022
Sales Associate	Jonathan Rodd
Customer	City of Eagle Lake Fire Station
Subscriber ID	
Address	101 Planview Street, Eagle Lake MN 56024

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Accounts Payable	Title	Phone	Email
Additional Authorized Contacts	Title	Phone	Email

The undersigned represents and warrants to MetroNet that he/she is authorized to sign this Authorization form on behalf of the Customer

Name:

Signature

Date

420



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Resolutions Needed for Transportation Alternatives Funding Application

Attached you will find two resolutions needed for the Transportation Alternatives (TA) funding application for the Eagle Lake Pedestrian Connectivity Project. As was discussed at the November 7th City Council meeting, a letter of intent has been submitted. The next step in the process is to submit a full application. The deadline to submit a full application is Friday, January 13th. Given the January meeting isn't until the 9th, City staff requests that the resolutions be adopted this evening so that we can ensure submittal of all application materials by the deadline.

Also attached for reference purposes is a copy of the Eagle Lake Letter of Intent (LOI) interview held on November 10th. The outcome of the LOI interview is that the City of Eagle Lake is advised to proceed to full application.

Two motions are needed – the first is to adopt Resolution No. 2022-49, and the second is to adopt Resolution No. 2022-50.


Jennifer J. Bromeland
City Administrator

**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-49**

A Resolution of Sponsorship

Be it resolved that the City of Eagle Lake agrees to act as sponsoring agency for the project identified as Eagle Lake Pedestrian Connectivity Project seeking Transportation Alternative funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules, and regulations.

Be it further resolved that the City of Eagle Lake is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by the City Council of Eagle Lake, Blue Earth County, Minnesota this 5th day of December, 2022.

Tim Auringer, Mayor

ATTEST:

Jennifer J. Bromeland, City Administrator

(S E A L)

**CITY OF EAGLE LAKE, MINNESOTA
CITY COUNCIL RESOLUTION 2022-50**

A Resolution Agreeing to Maintain the Facility for its Useful Life

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: The Minnesota Department of Transportation (MnDOT) has determined that for project implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: The City of Eagle Lake is the sponsoring agency for the transportation alternatives project identified as Eagle Lake Pedestrian Connectivity Project.

THEREFORE, BE IT RESOLVED THAT: The sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by the City Council of Eagle Lake, Blue Earth County, Minnesota this 5th day of December, 2022.

Tim Auringer, Mayor

ATTEST:

Jennifer J. Bromeland, City Administrator

(S E A L)

423

Proposed project name: Eagle Lake multi-modal connectivity

Applicant/Sponsor interviewed: Jennifer Bromeland

Date of LOI interview: 11-10-2022

Interviewer: Christopher Talamantez

The following is a list of questions that the reviewing party should discuss with the applicant prior to recommending the project to continue to the full application.

1. Is the project eligible to receive federal funding through the Transportation Alternatives (TA) program?

Does the project meet one of the qualifying criteria below?

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - a. inventory, control, or removal of outdoor advertising;
 - b. historic preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 12 U.S.C. 133 (b)(3) [as amended under the FAST Act], 328 (a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C 213(b)(2)-(4)).

- The [recreational trails program](#) under 23 U.S.C. 206 of title 23.
- The [scenic byways program](#) under U.S.C. 162 of title 23.
- The [safe routes to school program](#) eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - Infrastructure-related projects.
 - Non-infrastructure related activities.
 - SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists “managers of safe routes to school programs” as eligible under the non-infrastructure projects.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 - See [Boulevards from Divided Highways](#) for examples.

2. Is the projects primary function a transportation purpose?

“Transportation purpose.” has been defined as primarily serving a commuting purpose and/or that connect two destination points; a facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose

- The projects primary function is a transportation purpose

3. Does the applicant have a clear concept of the project for which they are applying for TA funding as well as a clear understanding of the costs associated with the project?

Have the applicant tell you about their project. You should be able to gauge their level of knowledge and project readiness by the depth of clarity about the project details.

- Are they clear about what they want to do?
- Are they searching for funds and creating a project to fit the funds?
- Is it more than a concept?
- Has there been good communication with an engineer who can identify costs involved with the various stages of the project?

4. Has the project received written support or equivalent from the applicant agency and/or sponsoring agency, including elected officials and engineers responsible for project delivery?

- Do they have written support/resolution from their local unit of government?
- Do they have written support/resolution from their sponsoring agency, if required?

Letter of Intent Review sheet
(Applicants do not need to complete this checklist but should be prepared to answer these questions during a follow-up conversation with their respective regional representative).

- Does the sponsoring agency's Engineer support the project?
 - Does the project involve partnering with and / or crossing private, railroad, other local, state or federal agency controlled land / rights of way? If so, the full application should include a Letter of Support from the agency(ies) involved.
 - Do you have a licensed engineer hired to handle project development / delivery?
 - Do they have a current contract with their licensed engineer of record¹?
- 5. Does this project involve the need to acquire Right-of-Way or temporary easement (including railroad)?²** Yes No
- 6. If yes to question 5, does the applicant and/or sponsoring agency have a plan or commitment and timeline to acquire or purchase the necessary right of way?** Yes No
- 7. These questions will help reduce any potential for project "slippage". They should be aware of the following potential issues:**

Does the project use Section 4(f) Park Lands or properties and / or Section 6(f)?³

Yes No (I am 25% 50% 75% 100% certain)

Does the project occur within any areas of effect on properties listed, or eligible for listing, on the National Register of Historic Places?

Yes No (I am 25% 50% 75% 100% certain)

Does the project affect species or critical habitat protected by the Endangered Species Act?

Yes No (I am 25% 50% 75% 100% certain)

Does the project involve removal of trees??⁴

Yes No (I am 25% 50% 75% 100% certain)

Does the property involve redevelopment of an area? What was the previous land use?

Yes No (I am 25% 50% 75% 100% certain)

Does the project involve properties with previous uses that involved hazardous materials?⁵

Yes No (I am 25% 50% 75% 100% certain)

¹ If the community uses a consulting engineer, the city council must have a current contract or annual resolution "re-appointing" the consulting engineer. For communities with full-time staff serving in the engineering position, they must have a current employment contract. The community must be able to produce this document if the project is audited by FHWA.

² NOTE: Public ROW should be alright, Private ROW may be a challenge – ask the city/county engineer to advise applicant of the process and time it takes to accomplish activities so project would be delivered on time if selected.

³ Section 4(f) includes school property with public use areas, pocket parks, see: for more information <https://www.environment.fhwa.dot.gov/4f/4fAtGlance.asp> 6(f) is LAWCON <http://www.dnr.state.mn.us/aboutdnr/lawcon/index.html>

⁴ Tree removal is turning out to be a huge issue with the Northern Long-eared Bat. The entire state is possible habitat currently. Northern Long-eared Bat info: <http://www.fws.gov/midwest/endangered/mammals/nlebl/>, more info on this State Aid newsletter (page 3) <http://www.dot.state.mn.us/stateaid/scene/2015/june-issue72.pdf>

⁵ MPCA Hazardous Materials info: <http://www.pca.state.mn.us/index.php/waste/waste-and-cleanup/waste-management/hazardous-waste/index.html> (there are more links within this link for contact info and more information).

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- Does the project come near (within 600') of railroad property? ⁶
 Yes No (I am 25% 50% 75% 100% certain)
- Is the project within the airport influence zone? ⁷
 Yes No (I am 25% 50% 75% 100% certain)
- Does the project involve placement of fill into Waters of the U.S.?
 Yes No (I am 25% 50% 75% 100% certain)
- Does the project encroach into a floodplain / wetlands?
 Yes No (I am 25% 50% 75% 100% certain)
- Does the project significantly impact air quality in a negative manner?
 Yes No (I am 25% 50% 75% 100% certain)
- Is the project anticipated to be controversial?
 Yes No (I am 25% 50% 75% 100% certain)
- Will the project involved relocation of utilities? (pipeline, water, sewer, electric, cable)⁸
 Yes No (I am 25% 50% 75% 100% certain)
- Will the project address ADA? Yes No

8. Is the applicant aware of the federal transportation project development process and other requirements associated with the receipt of TA funding, including the environmental documentation requirements? ⁹

Following is a partial listing of the regulations that apply to any project receiving federal transportation funds. Ask the applicant if they are familiar with the following federal regulations:

- Davis-Bacon and Copeland Acts: Payment of pre-determined wage is applicable to all federal-aid construction contracts exceeding \$2,000 and to all related subcontracts.
- ADA Requirements: All transportation alternative projects must comply with the federal and state handicapped accessibility mandates (ADA Transition Plans or self-assessments).
- Anti-Discrimination Laws: Each sponsoring participant must comply with applicable federal and state Anti-discrimination laws and be able to demonstrate compliance.
- Project Supervision: All projects must be under the direct supervision of a Minnesota Licensed Professional Engineer.
- Environmental Documentation (NEPA) - Avoid, Minimize Mitigate.
- Contract procurement laws and requirements.

⁶ Connect applicant up with the [office of Freight and Waterways](#) for a diagnostic; 600' triggers potential railroad involvement;

⁷ Connect applicant up with the aeronautics office- the contact is Rylan Juran, - rylan.juran@state.mn.us - 651-234-7190 airport influence map www.dot.state.mn.us/aero/airportinfluencemaps.html May want to connect the applicant with local airport to see if it is in Zone A, B, C.

⁸ Gopher 1 call can place a planning request – so the application would have a good idea. It normally takes a couple of weeks – because it is not priority for gopher 1 I talked to Gopher 1 and they said they cannot do this – all they can do is help identify what companies are there and the individual / project would need to connect with the individual companies.

⁹ Federal requirements for transportation projects are not the same as for USDA projects.

Letter of Intent Review sheet
(Applicants do not need to complete this checklist but should be prepared to answer these questions during a follow-up conversation with their respective regional representative).

9. Is the project identified in a Plan?

Preference will be given to projects that have been identified in a local, regional, or state plan, and have included public involvement.

- The plan is adopted by local agencies (counties, cities, school districts, etc.)
- The project is identified in a plan Eagle Lake Pedestrian Connectivity Study
(Name of all plans)
 - What year was the plan completed? 2022
 - Has the plan been updated recently? If yes, what year? No
- The plan development included a robust public involvement process
- Does the public have knowledge of the project and support it? ¹⁰
- There has not been any public objection to this project
- Applicant is aware that they need to submit the page from the plan that identifies this project¹¹
- Describe proactive promotion of bike and pedestrian facilities / use if applicable.

10. Is the project identified in a Safe Routes to School plan?

- The project is a SRTS project
- Is the project identified in a SRTS plan?
 - What year was the plan adopted? May 2015
 - Did the planning process include the following:
 - Parent survey (year) 2015
 - Student travel tallies (year) 2015
 - A.M. and P.M. observations (year) 2015
- Does the school/community have a comprehensive 6E program? Is the applicant pursuing or demonstrating all 6Es?
- The MnDOT SRTS Coordinator is aware of the project and supports the application
- The applicant understands that the MnDOT SRTS Coordinator will need to sign off on the TA application

11. Evaluation

- Does the project have multiple phases/components? Have other phases/components been completed? If so, how does the community evaluate the impact/usefulness of previous phases to ensure effectiveness?
- Community should utilize bike/pedestrian counters (these are available to use from MnDOT)

¹⁰ Describe – there are various levels of public support or involvement.

¹¹ Planner may wish to ask for copy of the plans if they are unfamiliar with them



Real People. Real Solutions.

1960 Premier Drive
Mankato, MN 56001-5900

Ph: (507) 625-4171
Fax: (507) 625-4177
Bolton-Menk.com

December 2, 2022

Jennifer Bromeland
City Administrator
City of Eagle Lake
705 Parkway Avenue
Eagle Lake, MN 56024-0159

RE:
Eagle Ridge Phase II Improvements
City of Eagle Lake, MN
Project No.: M17.114487

Dear Ms. Bromeland,

The City entered into a supplemental agreement with Developer KJ Walk, Inc on November 9th, 2021. The developer issued a cash deposit of \$154,257.50 to the City that would be drawn down as the developer completed the outstanding items needed before turning the public infrastructure over to City control. The supplemental agreement states that items of work left incomplete by September 30, 2022 would result in forfeiture of the respective portion of the cash deposit.

To date, the developer has completed the following work:

- Damaged gate valve was repaired
- Corrections to the stormwater pond were completed
- Bituminous wearing course was constructed on October 11th, 2022.

The concrete sidewalks were constructed this year; however, the associated boulevard turf restoration was not. The boulevards need to be excavated to remove gravel and concrete, graded to the planned grades, and reseeded. Therefore, I recommend that the \$46,057.50 sidewalk cash deposit be retained in the event that the City needs to hire a contractor to finish restoration in the spring.

Though the pond corrections were completed, our inspection this fall revealed that the soil, rock, and debris need to be removed from the outlet control structure and casting assemblies need to be furnished and installed on the storm sewer outfall structures leading to the new pond. I believe the \$46,057.50 sidewalk cash deposit to be adequate to cover these and the boulevard restoration costs if the developer fails to complete the work. I recommend that all work be completed by May 1, 2023.

Please contact me if you have any questions.

Sincerely,

Bolton & Menk, Inc.

Brian J. Sarff, P.E.
Consultant City Engineer



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Request to Release Security Funds

Attached is an email request from Amy Skillestad, Vice President of KJ Walk Inc, for a release of funds deposited to the City of Eagle Lake in 2021 for outstanding punch list items for Phase Two of the Eagle Ridge Subdivision. The funds were required as part of a supplemental agreement to the original developer's agreement.

Also attached you will find a copy of the Supplemental Agreement.

Brian Sarff with Bolton and Menk will be at this evening's meeting and will provide a recommendation on the amount to release at this time based on punch list items satisfactorily completed.

Discussion should ensue and a motion made to release escrow funds in the amount recommended by Mr. Sarff.


Jennifer J. Bromeland
City Administrator

Jennifer Bromeland

From: Amy Skillestad <amy@kjwalk.com>
Sent: Wednesday, November 16, 2022 12:53 PM
To: Jennifer Bromeland
Subject: Eagle Lake Security Refund

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Jennifer,

Luke asked me to reach out to see if the City has been able to inspect the wear course and verify that all the punchlist items were completed for Eagle Ridge 2nd. We would like to formally request acceptance and the subsequent release of the security we have held at the city.

Thank you,

Amy Skillestad, Vice President



**CITY OF EAGLE LAKE
BLUE EARTH COUNTY, MINNESOTA**

SUPPLEMENTAL AGREEMENT TO THE EAGLE RIDGE DEVELOPER'S AGREEMENT

THIS SUPPLEMENTAL AGREEMENT made and entered into this 4th day of November, 2021, by and between the City of Eagle Lake, a municipal corporation, in the State of Minnesota, hereafter called "City" and KJ Walk, Inc. a Florida Corporation, hereafter called the "Developers".

The Developers have asked the City to temporary allow the issues of building permits for sale of lots in Eagle Ridge Second Addition with a cash deposit to the City of \$154,257.50 to complete items on Exhibit "A" for Item # 1-4.

NOW THEREFORE IT IS HEREBY AGREED AS FOLLOWS:

1. The City agrees that it will allow for the submission of applications for building permits, and will issue building permits to those properties that qualify, prior to KJ Walk's completion of the project, as long as this agreement is in place. Once the items in Exhibit A have been completed, the City agrees to review building permit applications and issue building permits as it would in any case.
2. The City agrees to draw down the cash deposit of \$154,257.50 and reimburse KJ Walk, Inc. for completion of items on Exhibit "A" listed as Item # 1-4.
3. The Developers understands that the amount reimbursement will be based on the estimate amount on Exhibit "A" and not actual cost by the Developers.
4. The Developers agrees and understands that the amount reimbursement will be the estimated amount listed on Exhibit "A" minus engineering fees from the City. Payment will be made by the City to the Developer 30 days after the City has received a completion notice and invoice from the City Engineer. Reimbursements will be made as each item is completed.
5. The Developers agrees to forfeit the remaining amount of the cash deposit if Items #1-4 of Exhibit "A" has not been completed by September 30, 2022.
6. Developers agree and understand that this is a supplemental agreement and not intended to replace the original agreement.
7. After completion of #1-4 of Exhibit "A", the remaining amount of the \$154,257.50 minus engineering fees from the City will be reimburse to the Developers.
8. This Supplemental Agreement will expire on September 30, 2022.

CITY OF EAGLE LAKE

Janifer J. Bromeland 11/9/21
City Administrator

KJ Walk, Inc.

[Signature]
Owner

Drafted by:
KJ walk

433

" EXHIBIT A"

COST ESTIMATE: EAGLE RIDGE SECOND ADDITION PUNCH LIST

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
PAVING CONSTRUCTION					
1	1 1/2" Bit Wear Course	Ton	810	\$ 70.00	\$ 56,700.00
2	5" Sidewalk	SF	10235	\$ 4.50	\$ 46,057.50
3	Repair GV	Each	1	\$ 1,500.00	\$ 1,500.00
4	Pond Corrections	Lump Sum	1	\$ 50,000.00	\$ 50,000.00
TOTAL					\$ 154,257.50



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Parking along County Road 56 in Eagle Lake between Highway 14 and County Road 17

City staff fielded a question recently asking if parking should be allowed along County Road 56 in Eagle Lake between Highway 14 and County Road 17. Cars were observed parked along this stretch of road for a short duration.

Absent any no parking signs along this stretch, City staff reached out to the Blue Earth County Engineer Ryan Thilges to find out which entity has the authority to make the determination about whether parking is allowed on a county roadway within city limits. Mr. Thilges indicated that they do not encourage parking along that segment. Ultimately, Blue Earth County has the authority as to whether to restrict parking on a road, however, they take city feedback into account because they rely on the local police department to enforce no parking. Unless there is a significant hazard on the road, Blue Earth County defers to state statute. Minnesota State Statutes 169.32 and 169.34, copies of which are attached, address this issue.

Police Chief John Kopp was consulted and asked for his input. Chief Kopp will provide a recommendation on the matter at tonight's meeting.


Jennifer J. Bromeland
City Administrator

169.32 STOPPING, STANDING, AND PARKING.

(a) Upon any highway outside of a business or residence district no person shall stop, park, or leave standing any vehicle, whether attended or unattended, upon the paved or improved or main-traveled part of the highway when it is practical to stop, park, or so leave such vehicle off such part of said highway, but in every event a clear and unobstructed width of at least 20 feet of such part of the highway opposite such standing vehicle shall be left for the free passage of other vehicles and a clear view of such stopped vehicle be available from a distance of 200 feet in each direction upon such highway.

(b) This section shall not apply to the driver of any vehicle which is disabled while on the paved or improved or main-traveled portion of a highway in such a manner and to such extent that it is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.

(c) This section shall not apply to the driver of a school bus stopped for the purpose of receiving or discharging any school child or school children provided the school bus is equipped and identified as provided in sections 169.441 and 169.442, subdivision 1, and is displaying the flashing red lamps and stop arm required therein.

History: (2720-217) 1937 c 464 s 67; 1969 c 146 s 3; 1991 c 277 s 17

169.34 PROHIBITIONS; STOPPING, PARKING.

Subdivision 1. **Prohibitions.** (a) No person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control device, in any of the following places:

- (1) on a sidewalk;
 - (2) in front of a public or private driveway;
 - (3) within an intersection;
 - (4) within ten feet of a fire hydrant;
 - (5) on a crosswalk;
 - (6) within 20 feet of a crosswalk at an intersection;
 - (7) within 30 feet upon the approach to any flashing beacon, stop sign, or traffic-control signal located at the side of a roadway;
 - (8) between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;
 - (9) within 50 feet of the nearest rail of a railroad crossing;
 - (10) within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of said entrance when properly signposted;
 - (11) alongside or opposite any street excavation or obstruction when such stopping, standing, or parking would obstruct traffic;
 - (12) on the roadway side of any vehicle stopped or parked at the edge or curb of a street;
 - (13) upon any bridge or other elevated structure upon a highway or within a highway tunnel, except as otherwise provided by ordinance;
 - (14) within a bicycle lane, except when posted signs permit parking; or
 - (15) at any place where official signs prohibit stopping.
- (b) No person shall move a vehicle not owned by such person into any prohibited area or away from a curb such distance as is unlawful.
- (c) No person shall, for camping purposes, leave or park a travel trailer on or within the limits of any highway or on any highway right-of-way, except where signs are erected designating the place as a campsite.
- (d) No person shall stop or park a vehicle on a street or highway when directed or ordered to proceed by any peace officer invested by law with authority to direct, control, or regulate traffic.

Subd. 2. **Violation; penalty for owner or lessee.** (a) If a motor vehicle is stopped, standing, or parked in violation of subdivision 1, the owner of the vehicle, or for a leased motor vehicle the lessee of the vehicle, is guilty of a petty misdemeanor.

(b) The owner or lessee may not be fined under paragraph (a) if (1) another person is convicted for, or pleads guilty to, that violation, or (2) the motor vehicle was stolen at the time of the violation.



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Fox Meadows TIF Agreement Modification

A development agreement by and between the City of Eagle Lake and Fox Meadow Townhome, LLC, a copy of which is attached, was adopted in April of 2022 and included a construction start date of August 1, 2022 and a construction end date of January 1, 2023. Due to unforeseen delays on the developer’s end with the wetland delineation and EAW process, the construction start and end dates will now require modification. According to Shannon Sweeney with David Drown Associations, the TIF agreement will need to be modified to reflect actual start and end dates and be approved by the City Council. Mr. Sweeney was made aware that Mr. Schrom has expressed his intent to submit permit applications required as it relates to land disturbance to start “digging” this winter. The recommendation from Mr. Sweeney is that the City Council be informed that Mr. Schrom wishes to start work on the project and in the meantime, the TIF agreement will be revised to reflect a different start and end date for the project. The subsidy term and duration will remain unchanged.

No formal action is required this evening. It is anticipated that legal counsel (Taft Stettinius & Hollister LLP) will have a modification drafted for your review and approval at the January 9th meeting.



Jennifer J. Bromeland
City Administrator

DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF EAGLE LAKE, MINNESOTA

AND

FOX MEADOW TOWNHOME, LLC

This document drafted by:

TAFT STETTINIUS & HOLLISTER LLP
Professional Association
2200 IDS Center, 80 South 8th Street
Minneapolis, Minnesota 55402

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DEVELOPMENT AGREEMENT

THIS AGREEMENT, made as of the 4th day of April, 2022, by and between the City of Eagle Lake, Minnesota (the "City"), a municipal corporation organized and existing under the laws of the State of Minnesota and Fox Meadow Townhome, LLC, a Minnesota limited liability company (the "Developer").

WITNESSETH:

WHEREAS, pursuant to Minnesota Statutes, Section 469.124 through 469.133, the City has heretofore established Development District No. 3 (the "Development District") and has adopted a development program therefor (the "Development Program"); and

WHEREAS, pursuant to the provisions of Minnesota Statutes, Section 469.174 through 469.1794, as amended (hereinafter, the "Tax Increment Act"), the City has created within the Development District, Tax Increment Financing District No. 3-2 (the "Tax Increment District"), and has adopted a tax increment financing plan therefor (the "Tax Increment Plan") which provides for the use of tax increment financing in connection with certain development within the Development District; and

WHEREAS, in order to achieve the objectives of the Development Program and particularly to make the land in the Development District available for development by private enterprise in conformance with the Development Program, the City has determined to assist the Developer with the financing of certain costs of a Project (as hereinafter defined) to be constructed within the Tax Increment District as more particularly set forth in this Agreement; and

WHEREAS, the City believes that the development and construction of the Project, and fulfillment of this Agreement are vital and are in the best interests of the City, the health, safety, morals and welfare of residents of the City, and in accordance with the public purpose and provisions of the applicable state and local laws and requirements under which the Project has been undertaken and is being assisted; and

WHEREAS, the requirements of the Business Subsidy Law, Minnesota Statutes, Section 116J.993 through 116J.995, do not apply to this Agreement pursuant to an exemption for housing.

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

ARTICLE I.

DEFINITIONS

Section 1.1 Definitions. All capitalized terms used and not otherwise defined herein shall have the following meanings unless a different meaning clearly appears from the context:

Agreement means this Development Agreement, as the same may be from time to time modified, amended or supplemented;

Business Day means any day except a Saturday, Sunday or a legal holiday or a day on which banking institutions in the City are authorized by law or executive order to close;

City means the City of Eagle Lake, Minnesota;

Compliance Certificate means the Compliance Certificate in substantially the form attached hereto as Exhibit D;

County means Blue Earth County, Minnesota;

Developer means the Fox Meadow Townhome, LLC, a Minnesota limited liability company and its successors and assigns;

Development District means the real property described in the Development Program;

Development Program means the development program approved in connection with the Development District;

Development Property means the real property described in Exhibit A attached to this Agreement;

Event of Default means any of the events described in Section 4.1 hereof;

Legal and Administrative Expenses means the fees and expenses incurred by the City in connection review and analysis of the development proposed under this Agreement with the adoption and administration of the Tax Increment Financing Plan and establishment of the Tax Increment District, the preparation of this Agreement and the issuance of the TIF Note including, but not limited to, attorney and municipal advisor fees and expenses;

Note Payment Date means August 1, 2025, and each February 1 and August 1 of each year thereafter to and including February 1, 2038; provided, that if any such Note Payment Date should not be a Business Day, the Note Payment Date shall be the next succeeding Business Day;

Prime Rate means the rate of interest from time to time publicly announced by U.S. Bank Trust Company, National Association in St. Paul, Minnesota, as its "reference rate" or any successor rate, which rate shall change as and when that prime rate or successor rate changes;

Project means the construction of a 64-unit multifamily rental project on the Development Property in the City;

Site Improvements means the site improvements to be undertaken on the Development Property as identified on Exhibit C attached hereto;

State means the State of Minnesota;

Tax Increment Act means Minnesota Statutes, Sections 469.174 through 469.1794, as amended;

Tax Increment District means Tax Increment Financing District No. 3-2, located within the Development District, a description of which is set forth in the Tax Increment Financing Plan, which was qualified as a housing district under the Tax Increment Act;

Tax Increment Financing Plan means the tax increment financing plan approved for the Tax Increment District by the City Council on April 4, 2021, and any future amendments thereto;

Tax Increments means 90% of the tax increments derived from the Development Property which have been received and retained by the City in accordance with the provisions of Minnesota Statutes, Section 469.177;

Termination Date means the earlier of (i) February 1, 2038, (ii) the date the TIF Note is paid in full, (iii) the date on which the Tax Increment District expires or is otherwise terminated, or (iv) the date this Agreement is terminated or rescinded in accordance with its terms;

TIF Note means the Tax Increment Revenue Note (Schrom Apartment Project) to be executed by the City and delivered to the Developer pursuant to Article III hereof, the form of which is attached hereto as Exhibit B; and

Unavoidable Delays means delays, outside the control of the party claiming its occurrence, which are the direct result of strikes, other labor troubles, unusually severe or prolonged bad weather, acts of God, fire or other casualty to the Project, litigation commenced by third parties which, by injunction or other similar judicial action or by the exercise of reasonable discretion, directly results in delays, or acts of any federal, state or local governmental unit (other than the City) which directly result in delays.

ARTICLE II.

REPRESENTATIONS AND WARRANTIES

Section 2.1 Representations and Warranties of the City. The City makes the following representations and warranties:

(1) The City is a municipal corporation and has the power to enter into this Agreement and carry out its obligations hereunder.

(2) Based on the representation of the Developer set forth in Section 3.4 below, the Tax Increment District is a "housing district" within the meaning of Minnesota Statutes, Section 469.174, Subdivision 11, and was created, adopted and approved in accordance with the terms of the Tax Increment Act.

(3) The development contemplated by this Agreement is in conformance with the development objectives set forth in the Development Program.

(4) To finance certain costs within the Tax Increment District, the City proposes, subject to the further provisions of this Agreement, to apply Tax Increments to reimburse the Developer for a portion of the costs of the acquisition of the Development Property and the construction of Site Improvements, incurred in connection with the Project as further provided in this Agreement.

(5) The City makes no representation or warranty, either expressed or implied, as to the Development Property or its condition or the soil conditions thereon, or that the Development Property shall be suitable for the Developer's purposes or needs.

Section 2.2 Representations and Warranties of the Developer. The Developer makes the following representations and warranties:

(1) The Developer is a Minnesota limited liability company and has the power and authority to enter into this Agreement and to perform its obligations hereunder and doing so will not violate its articles of organization, member control agreement or operating agreement, or the laws of the State and by proper action has authorized the execution and delivery of this Agreement.

(2) The Developer shall cause the Project to be constructed in accordance with the terms of this Agreement, the Development Program, and all local, state and federal laws and regulations (including, but not limited to, environmental, zoning, energy conservation, building code and public health laws and regulations).

(3) The construction of the Project would not be undertaken by the Developer, and in the opinion of the Developer would not be economically feasible within the reasonably foreseeable future, without the assistance and benefit to the Developer provided for in this Agreement.

(4) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms and conditions of this Agreement is prevented, limited by or conflicts with or results in a breach of, the terms, conditions or provision of any contractual restriction, evidence of indebtedness, agreement or instrument of whatever nature to which the Developer is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(5) The Developer will cooperate fully with the City with respect to any litigation commenced with respect to the Project.

(6) The Developer will cooperate fully with the City in resolution of any traffic, parking, trash removal or public safety or nuisance problems which may arise in connection with the construction and operation of the Project.

(7) Construction shall begin by August 1, 2022 and the construction of the Project will be substantially completed on or before January 1, 2023, subject to Unavoidable Delays.

(8) The Developer will use its best efforts to obtain, or cause to be obtained, in a timely manner, all required permits, licenses and approvals, and will meet, in a timely manner, all requirements of all applicable local, state, and federal laws and regulations which must be obtained or met before the Project may be lawfully constructed.

(9) The Developer acknowledges that Tax Increment projections contained in the Tax Increment Financing Plan are estimates only and the Developer acknowledges that it shall place no reliance on the amount of projected Tax Increments and the sufficiency of such Tax Increments to reimburse the Developer for a portion of the costs of the acquisition of the Development Property and the construction of the Site Improvements as provided in Article III.

ARTICLE III.

UNDERTAKINGS BY DEVELOPER AND CITY

Section 3.1 Development Property and Site Improvements. The parties agree that the acquisition of the Development Property and the Site Improvements to be constructed by the Developer are essential to the successful completion of the Project. The costs of acquiring the Development Property and the construction of Site Improvements shall be paid by the Developer. The City shall reimburse the Developer for the lesser of (a) \$802,969, or (b) the actual costs of acquisition of the Development Property and construction of Site Improvements actually incurred and paid by the Developer (the "Reimbursement Amount"), as further provided in Section 3.3 hereof.

Section 3.2 Limitations on Undertaking of the City. Notwithstanding the provisions of Section 3.1, the City shall have no obligation to the Developer under this Agreement to reimburse the Developer for the costs identified in Section 3.1, if the City, at the time or times such payment is to be made, is entitled under Section 4.2 to exercise any of the remedies set forth therein as a result of an Event of Default which has not been cured.

Section 3.3 Reimbursement: TIF Note. The City shall reimburse the payments made by the Developer under Section 3.1 for the costs of the acquisition of the Development Property and the construction of the Site Improvements through the issuance of the City's TIF Note in substantially the form attached to this Agreement as Exhibit B, subject to the following conditions:

(1) The TIF Note shall be dated, issued and delivered when the Developer shall have (i) demonstrated in writing to the reasonable satisfaction of the City that the construction of the Project has been completed and that the Developer has incurred and paid all costs of the acquisition of the Development Property, as described in and limited by Section 3.1, and (2) and shall have submitted paid invoices for the costs of construction of the Site Improvements and a settlement statement or other evidence of payment of the costs of the Development Property in an amount not less than the Reimbursement Amount.

(2) The principal amount of the TIF Note shall be payable solely from the Tax Increments.

(3) On each Note Payment Date and subject to the provisions of the TIF Note, the City shall pay, against the principal outstanding on the TIF Note, the Tax Increments received by the City during the preceding 6 months. All such payments shall be applied to reduce the principal of the TIF Note.

(4) The TIF Note shall be a special and limited obligation of the City and not a general obligation of the City, and only Tax Increments shall be used to pay the principal of the TIF Note.

(5) The City's obligation to make payments on the TIF Note on any Note Payment Date or any date thereafter shall be conditioned upon the requirements that: (A) there shall not at

that time be an Event of Default that has occurred and is continuing under this Agreement and (B) this Agreement shall not have been rescinded pursuant to Section 4.2(b) hereof.

(6) The TIF Note shall be governed by and payable pursuant to the additional terms thereof, as set forth in Exhibit B. In the event of any conflict between the terms of the TIF Note and the terms of this Section 3.3, the terms of the TIF Note shall govern. The issuance of the TIF Note pursuant and subject to the terms of this Agreement, and the taking by the City of such additional actions as bond counsel for the TIF Note may require in connection therewith, are hereby authorized and approved by the City.

Section 3.4 Compliance with Low and Moderate Income Requirements.

(1) The City and the Developer understand and agree that the Tax Increment District will constitute a "housing district" under Section 469.174, Subd. 11 of the Tax Increment Act. Accordingly, in compliance with Section 469.1761, Subd. 3 of the Tax Increment Act, the Developer agrees that the Project must satisfy, or be treated as satisfying, the income requirements for a qualified residential rental project as defined in Section 142(d) of the Internal Revenue Code. The parties further agree that no more than 20% of the square footage of the Project may consist of commercial, retail, or other nonresidential uses. The Developer must meet the above requirements as follows:

(A) At least 20% of the residential units in the Project must be occupied or available for occupancy by persons whose incomes do not exceed 50% of the County median income; and

(B) The limits described in clause (A) must be satisfied through the Termination Date. Income for occupants of units described in clause (A) shall be adjusted for family size in accordance with Section 142(d) of the Internal Revenue Code and related regulations.

(2) On or before each January 1 and July 1, commencing on July 1, 2025, the Developer or an agent of the Developer must deliver or cause to be delivered to the City a Compliance Certificate executed by the Developer covering the preceding six (6) months together with written evidence satisfactory to the City of compliance with the covenants in this Section. This evidence must include a statement of the household income of each of qualifying renter, a written determination that each qualifying renter's household income falls within the qualifying limits of this Section (and Section 142(d) of the Internal Revenue Code), and certification that the income documentation is correct and accurate (and that the determination of qualification was made in compliance with Section 142(d) of the Internal Revenue Code). The City may review, upon request, all documentation supporting the Developer submissions and statements. In determining compliance with this Section, the Developer must use the County median incomes for the year in which the payment is due on the TIF Note, as promulgated by the Minnesota Housing Finance Agency based on the area median incomes established by the United States Department of Housing and Urban Development.

Section 3.5 Real Property Taxes. Prior to the Termination Date, the Developer shall pay all real property taxes payable with respect to all and any parts of the Development Property

acquired and owned by it until the Developer's obligations have been assumed by any other person pursuant to the provisions of this Agreement.

The Developer agrees that prior to the Termination Date:

(1) It will not seek administrative review or judicial review of the applicability of any tax statute relating to the ad valorem property taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the inapplicability of any such tax statute as a defense in any proceedings with respect to the Development Property, including delinquent tax proceedings; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(2) It will not seek administrative review or judicial review of the constitutionality of any tax statute relating to the taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the unconstitutionality of any such tax statute as a defense in any proceedings, including delinquent tax proceedings with respect to the Development Property; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(3) It will not seek any tax deferral or abatement, either presently or prospectively authorized under Minnesota Statutes, Section 469.1813, or any other State or federal law, of the ad valorem property taxation of the Development Property between the date of execution of this Agreement and the Termination Date.

(4) It will not seek a reduction in the market value as determined by the Blue Earth County Assessor of the Project or other facilities, if any, that it constructs on the Development Property, pursuant to the provisions of this Agreement, for so long as the TIF Note remains outstanding.

Section 3.6 Prohibition Against Transfer of Project and Assignment of Agreement. The Developer represents and agrees that prior to the termination date of this Agreement the Developer shall not transfer the Project or any part thereof or any interest therein, without the prior written approval of the City. The City shall be entitled to require as conditions to any such approval that:

(1) Any proposed transferee shall have the qualifications and financial responsibility, in the reasonable judgment of the City, necessary and adequate to fulfill the obligations undertaken in this Agreement by the Developer.

(2) Any proposed transferee, by instrument in writing satisfactory to the City shall, for itself and its successors and assigns, and expressly for the benefit of the City, have expressly assumed all of the obligations of the Developer under this Agreement and agreed to be subject to all the conditions and restrictions to which the Developer is subject.

(3) There shall be submitted to the City for review and prior written approval all instruments and other legal documents involved in effecting the transfer of any interest in this Agreement or the Project.

Section 3.7 Legal and Administrative Expenses. The Developer shall pay all Legal and Administrative Expenses in excess of the initial deposit of \$10,000 paid to the City by the Developer if requested by the City.

ARTICLE IV.

EVENTS OF DEFAULT

Section 4.1 Events of Default Defined. The following shall be "Events of Default" under this Agreement and the term "Event of Default" shall mean whenever it is used in this Agreement any one or more of the following events:

(1) Failure by the Developer to timely pay any ad valorem real property taxes and special assessments levied against the Development Property and all public utility or other City payments due and owing with respect to the Development Property when due and payable.

(2) Failure by the Developer to cause the construction of the Project to be completed pursuant to the terms, conditions and limitations of this Agreement.

(3) Failure of the Developer to observe or perform any other covenant, condition, obligation or agreement on its part to be observed or performed under this Agreement.

(4) The holder of any mortgage on the Development Property or any improvements thereon, or any portion thereof, commences foreclosure proceedings as a result of any default under the applicable mortgage documents.

(5) If the Developer shall

(A) file any petition in bankruptcy or for any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief under the United States Bankruptcy Act of 1978, as amended or under any similar federal or state law; or

(B) make an assignment for the benefit of its creditors; or

(C) admit in writing its inability to pay its debts generally as they become due;
or

(D) be adjudicated as bankrupt or insolvent; or if a petition or answer proposing the adjudication of the Developer as bankrupt or its reorganization under any present or future federal bankruptcy act or any similar federal or state law shall be filed in any court and such petition or answer shall not be discharged or denied within sixty (60) days after the filing thereof; or a receiver, trustee or liquidator of the Developer, or of the Project, or part thereof, shall be appointed in any proceeding brought against the Developer, and shall not be discharged within sixty (60) days after such appointment, or if the Developer, shall consent to or acquiesce in such appointment.

Section 4.2 Remedies on Default. Whenever any Event of Default referred to in Section 4.1 occurs and is continuing, the City, as specified below, may take any one or more of the following actions after the giving of thirty (30) days' written notice to the Developer, but only if the Event of Default has not been cured within said thirty (30) days:

(1) The City may suspend its performance under this Agreement and the TIF Note until it receives assurances from the Developer, deemed adequate by the City, that the Developer will cure its default and continue its performance under this Agreement.

(2) The City may cancel and rescind the Agreement and the TIF Note.

(3) The City may take any action, including legal or administrative action, in law or equity, which may appear necessary or desirable to enforce performance and observance of any obligation, agreement, or covenant of the Developer under this Agreement.

Section 4.3 No Remedy Exclusive. No remedy herein conferred upon or reserved to the City is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient.

Section 4.4 No Implied Waiver. In the event any agreement contained in this Agreement should be breached by any party and thereafter waived by any other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 4.5 Indemnification of City.

(1) The Developer (a) releases the City and its governing body members, officers, agents, including the independent contractors, consultants and legal counsel, servants and employees (collectively, the "Indemnified Parties") from, (b) covenants and agrees that the Indemnified Parties shall not be liable for, and (c) agrees to indemnify and hold harmless the Indemnified Parties against, any claim, cause of action, suit or liability for loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Project or on the Development Property.

(2) Except for any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties, the Developer agrees to protect and defend the Indemnified Parties, now and forever, and further agrees to hold the aforesaid harmless from any claim, demand, suit, action or other proceeding whatsoever by any person or entity whatsoever arising or purportedly arising from the actions or inactions of the Developer (or other persons acting on its behalf or under its direction or control) under this Agreement, or the transactions contemplated hereby or the acquisition, construction, installation, ownership, and operation of the Project; provided, that this indemnification shall not apply to the warranties made or obligations undertaken by the City in this Agreement or to any actions undertaken by the City which are not contemplated by this Agreement but shall, in any event and without regard to any fault on the part of the City, apply to any pecuniary loss or penalty (including interest thereon from the date the loss is incurred or penalty is paid by the City at a rate equal to the Prime Rate) as a result of the Developer operating the Project so that the Tax Increment District does not qualify or ceases to qualify as a

"housing district" under Section 469.174, Subdivision 11, of the Act or to violate limitations as to the use of Tax Increments as set forth in Section 469.176, Subdivision 4d.

(3) All covenants, stipulations, promises, agreements and obligations of the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the City and not of any governing body member, officer, agent, servant or employee of the City.

ARTICLE V.

DEVELOPER'S OPTION TO TERMINATE AGREEMENT

Section 5.1 The Developer's Option to Terminate. This Agreement may be terminated by the Developer, if (i) the Developer is in compliance with all material terms of this Agreement and no Event of Default has occurred; and (ii) the City fails to comply with any material term of this Agreement, and, after written notice by the Developer of such failure, the City has failed to cure such noncompliance within ninety (90) days of receipt of such notice, or, if such noncompliance cannot reasonably be cured by the City within ninety (90) days, of receipt of such notice, the City has not provided assurances, reasonably satisfactory to the Developer, that such noncompliance will be cured as soon as reasonably possible.

Section 5.2 Action to Terminate. Termination of this Agreement pursuant to Section 5.1 must be accomplished by written notification by the Developer in the City within sixty (60) days after the date when such option to terminate my first be exercised. A failure by the Developer to terminate this Agreement within such period constitutes a waiver by the Developer of its right to terminate this Agreement due to such occurrence or event.

Section 5.3 Effect of Termination. If this Agreement is terminated pursuant to this Article V, this Agreement shall be from such date forward null and void and of no further effect; provided, however, the termination of this Agreement shall not affect the rights of either party to institute any action, claim or demand for damages suffered as a result of breach or default of the terms of this Agreement by the other party, or to recover amounts which had accrued and become due and payable as of the date of such termination. Upon termination of this Agreement pursuant to this Article V, the Developer shall be free to proceed with the Project at its own expense and without regard to the provisions of this Agreement; provided, however, that the City shall have no further obligations to the Developer with respect to reimbursement of the expenses set forth in Section 3.3, or to make any further payments on the TIF Note.

ARTICLE VI.

ADDITIONAL PROVISIONS

Section 6.1 Restrictions on Use. The Developer agrees for itself, its successors and assigns and every successor in interest to the Development Property, or any part thereof, that during the term of this Agreement the Developer and such successors and assigns shall operate, or cause to be operated, the Project as a multi-family rental housing project and shall devote the Development Property to, and in accordance with, the uses specified in this Agreement.

Section 6.2 Conflicts of Interest. No member of the governing body or other official of the City shall have any financial interest, direct or indirect, in this Agreement, the Development Property or the Project, or any contract, agreement or other transaction contemplated to occur or be undertaken thereunder or with respect thereto, nor shall any such member of the governing body or other official participate in any decision relating to the Agreement which affects his or her personal interests or the interests of any corporation, partnership or association in which he or she is directly or indirectly interested. No member, official or employee of the City shall be personally liable to the City in the event of any default or breach by the Developer or successors or on any obligations under the terms of this Agreement.

Section 6.3 Titles of Articles and Sections. Any titles of the several parts, articles and sections of the Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 6.4 Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand or other communication under this Agreement by any party to any other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally, and

- (1) in the case of the Developer is addressed to or delivered personally to:

Fox Meadow Townhome, LLC
Attention: _____
705 Parkway Avenue
Eagle Lake, MN 56024

- (2) in the case of the City is addressed to or delivered personally to the City at:

City of Eagle Lake, Minnesota
Eagle Lake City Hall
Attention: City Administrator
705 Parkway Avenue
PO Box 159
Eagle Lake, MN 56024

with a copy to:

Taft Stettinius & Hollister LLP
Attention: Mary Ippel
2200 IDS Center
80 South 8th Street
Minneapolis, MN 55402

or at such other address with respect to any such party as that party may, from time to time, designate in writing and forward to the other, as provided in this Section.

Section 6.5 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

Section 6.6 Law Governing. This Agreement will be governed and construed in accordance with the laws of the State.

Section 6.7 Expiration. This Agreement shall expire on the Termination Date.

Section 6.8 Provisions Surviving Rescission or Expiration. Sections 4.5 and 4.6 shall survive any rescission, termination or expiration of this Agreement with respect to or arising out of any event, occurrence or circumstance existing prior to the date thereof.

Section 6.9 Assignability of TIF Note. The TIF Note may only be assigned pursuant to the terms of the TIF Note and shall not be unreasonably withheld.

Section 6.10 Amendment. This Agreement may be amended only by written agreement approved by the City and the Developer.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and on its behalf and the Developer has executed this Agreement in its names and on its behalf, on or as of the date first above written.

CITY OF EAGLE LAKE, MINNESOTA

By  _____
Its Mayor

By  _____
Its Administrator

This is a signature page to the Development Agreement by and between the City of Eagle Lake and Fox Meadow Townhome, LLC.

Fox Meadow Townhome, LLC

By *[Handwritten Signature]*
Its President

This is a signature page to the Development Agreement by and between the City of Eagle Lake and Fox Meadow Townhome, LLC.




705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024
(507) 257-3218 Phone (507) 257-3220 Fax

December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: Plaque Presentation

To Mayor Auringer:

Please accept this plaque as appreciation for the many years of dedicated service that you have provided the City of Eagle Lake as an elected official. Your knowledge and leadership will be missed.


Jennifer J. Bromeland
City Administrator

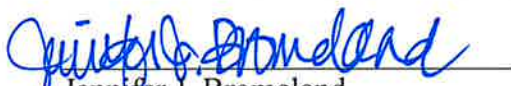
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December 5, 2022

To: Honorable Mayor Auringer and City Council
From: Jennifer J. Bromeland, City Administrator
Re: City Administrator Report

1. Builders Workshop with MPCA – Postponed to 12/15 Due to Weather. The builder’s workshop that had been rescheduled for November 29th was postponed due to a winter storm. The workshop has been postponed until December 15th.
2. Recap of Mankato Fall Sewer Customer Meeting. A fall sewer customer meeting was held on November 15th at the City of Mankato. Topics discussed included intermunicipal contract updates, flow updates, and capital expenditure updates. We discussed the disinfection and digester project. It was initially projected to cost about \$45 million but now is estimated to cost between \$84 million and \$89 million. The previous bond funding request by the City of Mankato for this project totaled \$30 million. Unfortunately, the session ended without a bonding bill. The City of Mankato is asking member jurisdictions to partner together to lobby our legislators for bond funding for this project since it is a critical regional project. This is a need, not a want. City staff will assist as needed with lobbying efforts. It was noted that due to the drought, Eagle Lake’s flows are down for a second year. This may result in a rebate but that has not yet been determined. Since contracts are up for renewal, a draft contract will be sent to member jurisdictions towards the end of the year. The term of the contract is proposed to be set at 5 years. More information to follow as it becomes available.
3. Preparing for EAB Grant - Project Closeout. The paperwork for the DNR grant to remove and replace 10 ash trees in 2022 has been closed out and payment has been received. The overall grant funding available for the next grant cycle has decreased making the process more competitive. The grant application is now open. City staff will submit a grant application shortly. Our EAB management plan was written to include a goal of removing and replacing 10 ash trees per year on City property, depending of course on funding available.
4. Indoor Rec on the Go. Mankato Community Education and Recreation in partnership with the Eagle Lake Park Board is coordinating Indoor Rec on the Go this winter at Eagle Lake Elementary to encourage physical activity during the winter months. More information to follow shortly.


Jennifer J. Bromeland
City Administrator