

**MINUTES
CITY OF DELANO
CONTINUED PUBLIC HEARING
City Council/Economic Development Authority
Tuesday, June 7, 2010
6:00 PM**

1. CALL TO ORDER

Mayor McDonald called the special workshop of the Delano City Council/Economic Development Authority of Tuesday, June 7, 2010 to order at 6:00 PM.

2. ROLL CALL

Members Present: Joe McDonald, Mayor
Brad Hotchkiss, Council Member
Larry Bartels, Council Member
Betsy Stolfa, Council Member

Members Absent: Holly Schrupp, Council Member

Also Present: Phil Kern, City Administrator
Mark Johnson, City Attorney
Vince Vander Top, City Engineer
Alan Brixius, City Planner
Wendy Biel, Recorder

Mayor McDonald initially congratulated the 2010 graduating students, their parents, families, and Delano High School Staff on a very successful year!

3. SPECIAL ORDER OF BUSINESS

A. Discuss proposed Public Assessment Policy for Street and Utility Improvements.

Mayor McDonald opened the meeting informing residents that the purpose of tonight's Public Hearing is to fully understand and educate both Council and residents on the Proposed Assessment Policy.

Phil Kern presented an overview of the Draft Assessment policy. Kern explained the policy in 3 sections: (1) background of the assessment policy, (2) finance street reconstruction projects, and (3) draft special assessment policy and its impact.

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Staff began months ago surveying over 25 neighboring communities constructing a thorough and detailed study of which cities did and did not have an assessment policy, models from communities with an assessment policy and a comprehensive look at State Statues. At first, the assessment policy draft was published in the official newspaper for a Public Hearing on April 6, 2010; Council continued that hearing to April 20, 2010, at which time additional comments were made prompting the Council to continue to May 4, 2010; notifying every city property owner of this Public Hearing by postcard.

The City of Delano street inventory totals 29.87 miles of local streets with each street having a “life expectancy” with ideal maintenance and rehabilitation of up to 30 - 40 years. The goal of the assessment plan is to maximize this expectancy with the most efficient financial plan. In 2003, the City hired Bolton & Menk to conduct a street analysis and provide their recommendations of street conditions. They created two categories: (1) group A streets which could have extended life through proper maintenance to year 2025, (2) group B streets which were recommended to be replaced before year 2025. Group A streets, of approximately 21 miles, have received proper maintenance (sealcoating, overlays, crackfilling, etc) and is 100% on schedule. Group B streets, approximately 8 miles, will need reconstruction by 2025; at \$1 million per mile, on an average of $\frac{3}{4}$ mile reconstruction per year, the average cost will be \$750,000 per year.

Kern continued describing the Street Reconstruction Plan with explaining three potential ways to finance: (1) budget an annual need as part of the General Fund annual tax levy, (2) Capital Improvement/Street Reconstruction bonding authority, adding debt payments to tax levy, or (3) assess portions of improvements, bonding for City portion(s), adding debt payments to tax levy. Within each option, Kern broke down their practical and financial impacts and their corresponding policy considerations.

Concluding the Assessment Policy background and details, Kern reminded Council and residents that no action is mandatory at this time; the goal is to create an efficient policy for funding reconstruction. At this time, Mayor McDonald opened the meeting for any public opinions and comments.

Vicky Rejewsky, 809 Elm Ave, questioned the time of the study mentioned earlier? Why was Elm Ave on the “list” for repair if had just been done in 1992, noting only 11 years passed versus the previous mention life expectancy of up to 40 years?

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Phil Kern explained that Elm Ave is one of the last streets mentioned in the 2003 Pavement Management Plan and is not projected until 2024, which would fall within the 30 + year projection.

Ms. Rejewsky also asked for clarification on the maximum assessment amount.

Mark Johnson stated that the first step in assessing property would be to have an appraiser determine the increased value of parcel by the street improvement, adding that the assessment value than could not be more than the appraisal's increased value. For example, if the parcel would be appraised to increase by \$5,400.00, then the assessment on said property could not be more than \$5,400.00 even if the cost of the project exceeded this amount.

Mayor McDonald adjoined that if the improvement is not an assessed policy item but a capital bond improvement, then the property value and appraisal would not be necessary or utilized.

Dan Wendel, 229 Honeytree Drive, questioned if an apartment would pay as one unit (as a property owner would) or multiple units/per apartment?

Kern assured him that an apartment building such as Honeytree Apartments would be assessed for each individual unit/apartment within the building.

Dick Grinley, 505 3rd Street N, asked that as with the reconstruction of the sanitary sewer and storm sewer, would these street projects be subject to special assessments?

Kern stated at this time there are no special assessments being paid by municipal funds.

Bonnie Weege, 125 3rd Str N, speculated that her home which is on 3rd Street N and also has access to an alley, would she be assessed for reconstruction on both if reconstruction was necessary to both.

Kern said the potential is possible; however the amount of assessment would be determined on the appraised value of improvement.

Mayor McDonald questioned the lifespan of an alley; noting that the street lifespan is up to 40 years, he deferred this question to Vince Vander Top.

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Vince Vander Top explained that drainage is main culprit of deteriorating alley surfaces; however because alleys generally have less traffic their potential lifespan can be very similar to that of streets with proper construction for adequate drainage.

Dan Vick, 312 2nd Str S, felt that everyone is using the inner city roads, such as his, and that taxing all residents equally would be the fairest way. Mr. Vick also spoke of the added traffic on 2nd Str S due to Highway 12 Construction and that homeowners on heavy traffic streets should not be solely responsible for the repairs of others using this street.

Kern informed Mr. Vick that the League of MN Cities has proposed a street utility fund that has yet to be approved by the State; however there is a State Statute banning equal taxation for street reconstruction on all residents and is unavailable for city's to implement. The only option for an "everyone pay" method is through a property tax formula.

Jill Lee, 1405 Circle Ln, questioned the fore planning for street reconstruction, had the City chosen to pre-tax and save funds for future use. What is the consideration of those on fixed incomes, how are they to adjust for such an increase on their taxes with no increase to their income? Would there be a deferment option for those who are unable to pay future assessment(s)? Ms. Lee also spoke for her mother, Neva Adickes, 437 Elm Ave, recapping her concerns for non-resident traffic on Elm Ave. - traffic from neighboring communities and towns traveling to Delano schools, dental offices, driving downtown, commercial traffic such as Randy's Sanitation, busses, delivery trucks, church traffic, postal service vehicles, etc. Ms. Lee continued with the comment of an awful lot of out-of-town traffic [on Elm Ave], yet these property owners must pay for others repairs.

Mayor McDonald, in his opinion, would be opposed of the City "saving" funds for future use. He believes that hard-earned money should stay in "your" bank account and not the governments; when projects, such as street reconstruction, become necessary than at that time funds can be assessed.

Betsy Stolfa explained that Elm Ave is considered a collector's street, referring to the heavier traffic, wider road, and adjoining street/neighborhood traffic. Because of the heavier traffic, collector streets are then required to use a higher quality of materials to assist in insuring the lifespan of the street. Vander Top completely agreed with Stolfa's explanation; he also suggested submitting to the policy that residents along collector streets only be assessed as if these were residential-type streets creating a more equal assessment platform amongst all residents.

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Kern addressed the financial questions proposed by Ms. Lee. Staff was very aware of the burden of assessments and its effect on the senior community, this would be considered by Council and develop a deferment addendum to the policy. Acknowledging the large amount of traffic from surrounding communities on collector streets for school events, medical needs and consumer purchases, Kern suggested implementing a non tax-exempt policy and including these properties as are industrial/commercial property which would be assessed by the foot.

Walter Grotz, 300 4th Str S, questioned the timeline of repairing 4th Street South, specifically in front of his property.

Mayor McDonald requested Staff to contact Mr. Grotz and evaluate his specific issue.

Russ Johnson, 137 3rd Str N, was concerned if an assessment plan is implemented by one panel of Council members and throughout the lifespan of the assessment, if there is a shift in Council members, could a new Council have the ability to change past assessments.

Mark Johnson explained that no financial changes can be made to an assessment once it has been voted and approved by Council. However, if future costs or needs arise, then Council can approve additional assessment(s) to adjust for any differences.

Russ Johnson also questioned whether 3rd Street is still county road or is now a city road.

Kern stated that when 3rd Street was closed at the railroad crossing and "T" at Franklin Avenue, it became a city maintained road.

Bruce Larson, 701 Elm Ave, disagreed with the appraisal process and the inference that street reconstruction would increase property value. As a resident on Elm Ave, Mr. Larson felt his property value had decreased due to the dramatic increase in traffic utilizing Elm Ave. as a thoroughfare. Mr. Larson also felt that there are options not considered by Council for pre-planning and paying down current debt prior to assessing for future projects.

Dan Rieder, 237 Buffalo St, stated his land measures 240 yards of unused land, which could equal approximately 7 buildable lots. Would this land be assessed as 7 lots?

Larry Bartels clarified that his land is still listed as one parcel of land; it cannot be assessed as multiple lots unless Mr. Rieder applies and is approved to re-plat his land. Mayor McDonald mentioned that if a property owner was unable to pay the assessment, then property would

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be assessed, so when the property was sold any unpaid assessment(s) would then be paid by the purchasing property owner.

Mayor McDonald questioned if there was a property in the township that utilized city streets as an access, would this property be assessed, or how could it be?

Kern spelled out that in a feasibility study, if a township property utilized the city roads as their access to and from, a deferment could be added so if and when the property were annexed into the city it would ultimately share in the cost of the street reconstruction.

Troy Farniok, 312 3rd Str S, spoke of the current economy and financial hardships and that now is not the appropriate time to add assessments onto any property owners.

Council members acknowledge Mr. Farniok's concern and reminded all residents that through these many hearings, Council's ultimate goal is to create the most efficient plan for long-term replacement which will maximize the return on investment.

Mr. Vick returned to comment about the amount of traffic on 2nd Str S during the Highway 12 construction and the unfair potential of assessing 2nd Str S property owners for reconstructed streets that were overly used by the construction equipment and detour traffic.

Brad Hotchkiss reminded residents that a benefit of this assessment policy would be to include tax-exempt properties; expenses would then be shared across all property owners per street versus the property tax formula which would keep tax-exempt properties free from any expenses, relying on only residents to pay for reconstruction.

Hotchkiss continued with the property tax formula example of a business whose property value is \$500,000.00 and according to the property tax formula this would mean an additional \$18,000.00 of assessment charges. Stolfa added that this increase would in turn affect the consumer and ultimately the community either through raising their prices for the consumer or potentially and unfortunately closing.

Gwen Briesemeister, 502 Elm Ave, questioned whether River Road was considered a county road or city road within the assessment policy.

Vander Top explained that if the County would assess the City for a portion of roadway within city limits, the City would in turn assess the property owners along this roadway that would benefit from the reconstruction.

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Ms. Briesmeister responded that these streets may have 95% of their traffic from non-local residents, so assessing property owners up to 50% of reconstruction costs is not fair.

John Tackaberry, 4350 55th Str SE, spoke and offered multiple alternatives for Council to consider for increasing funds.

Dale Vanderlinden, 409 Buffalo Str, wanted to comment on the surveyed communities, he questioned what parameters the appraisers used for evaluating property value and if after the street reconstruction did any of the property values truly increased.

Johnson explained that an assessor must be able to validate the increased property value pending street reconstruction and then can make an assessment recommendation. Should a property owner disagree with the appraisal, then the property owner could schedule a private appraisal. If these two appraisals differ, then the property owner and city could arbitrate through the difference.

Mr. Vanderlinden questioned whether there was any study on actual improved property value. Had Staff collected data that proved the increased market value on property affected by street reconstruction? Johnson was unaware of any study to that specific question.

Christine Howes, 433 Elm Ave, felt Council members had already decided and felt Council was more concerned on the business assessments effect than over residential assessments. Ms. Howes also explained that she felt that taxpayers could be paying for this assessment three times: (1) as property owners, (2) as consumers due to businesses increase in prices to pay for their assessment, and (3) for tax-exempt businesses that are also being assessed and .

Mayor McDonald assured her that his mind is not made up and all his comments are intended to inform residents on all sides of the issue as well as hear their comments and suggestions.

Mayor McDonald continued explaining that by sharing the cost of the assessment with residents, businesses and tax-exempt establishments this would lessen the burden on residents and assist in all property owners sharing in the financial responsibility.

Vander Top also spoke of Council's and Staff's goal is to minimize the cost and financial burden. Vander Top explained that any specific costs or fees used in tonight's presentation are as an educational and tangible tool for example only; these figures should not be taken as permanent costs. The goal for Staff and Council is to develop an efficient and equitable plan for street reconstruction.

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Vicky Rajewsky, 809 Elm Ave, wanted to discuss the difference of assessing all residents equally or assessing property owners as their specific streets are reconstructed. Ms. Rajewsky prefers to be assessed equally as a city resident for a set figure that can be put into a personal budget and paid over time rather than a sudden assessment of a particular, specific street reconstruction costs.

Kern explained that the assessment can be amortized out over a period of 10 years or can be paid by the property owner immediately as a one time payment. Both are viable options.

Dick Rominski, 105 Meadowlark Dr, questioned how the various lot sizes would be affected. Some neighborhood's lots are much larger than others; some residents own two lots, etc. He specifically questioned his neighborhood being of larger lots, cul de sac properties and designated space for a city park and how these lots would be assessed.

He also questioned the perceived increased value affect of a reconstructed road to the adjoining properties. Mr. Rominski used the example of a remodeled kitchen which would significantly add value to a home; however a street, reconstructed or not that was there before he moved in and will be there after he moves out, adds nothing to the actual value of his home. The street has always been there and will always be there, the value of his home increases depending on what he does to his home and property, not to his street.

Vander Top explained Mr. Rominski's scenario of a neighborhood with a city park, a main through street and cul de sacs. He described certain street reconstruction projects could be looked at as "areas" due to these specifics and the assessment cost would be divided as a collector-type street including park (which would be assessed to the owner of the park land, i.e. City), property owners along the street, and cul de sac property owners which feed off the collector street; identifying the entire "area" as assessed property owners.

Vander Top addressed Mr. Rominski's second question of the increased property value due to a reconstructed street reminding residents that through the assessment process an assessor will have to substantiate the increased value to a property owner. Once the assessor has submitted his recommendation, the property owner will have the opportunity to appeal the assessment cost; but be reminded that no property owner can be assessed more than the value of the project.

Tim Nooyen, 260 River Str N, as a business owner spoke of the recent decrease in property values, yet the dramatic increase in property taxes, and now the potential of adding an assessment to the property. He identified how this will affect his specific building of

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apartment renters and business renter. He detailed how ultimately the amount of funds available to upkeep his building will also be decreased due to increased taxes, which also will upset the community.

Mayor McDonald agrees that revitalizing the downtown is a constant endeavor and has been successfully focused on over the past years. Mayor questioned Mr. Nooyen what specifically wasn't assisted by the City when he had requested previously. Mr. Nooyen felt that the downtown businesses were not supported by the City due to a lack of advertisement along the highway, the City could work with the local media reminding readers of all the downtown vendors. Mr. Nooyen suggested that signage along Highway 12 should list all the food service businesses, his saddle shop renter, and other businesses available that are unseen from highway traffic. Mr. Nooyen also stated that an article regarding the signage painted on his building should have been printed, explaining the reason for those businesses which were chosen and their heritage.

Dave Rieder, 228 Bridge Ave W, agreed that streets do and will always need to be repaired and replaced. The comment Mr. Rieder wants to reiterate is the fact that as a town we should all equally share the costs; it's not about his street versus someone else's street. Mr Rieder also suggested different options for pooling resources and funds towards reconstruction costs.

Mayor McDonald restated that the goal is and has been of the engineers, Staff and Council to pool all resources available in order to find the most cost efficient, financial plan for reconstruction

Mr. Vick questioned the possible assessment cost of property owners with multiple lots.

Vander Top replied that if any of these lot(s) are deemed not buildable, then the property owner would not be assessed for any additional lot(s).

Mr. Larson wanted to comment on the appraisal process and felt it was a reverse process; that properties would be appraised much higher in order for the City to recoup project costs. He mentioned that possibly the process would work backwards, figuring out the project costs and then appraising property value to distribute these project costs through assessments. Mr. Larson also wanted to remark that the option of taxing residents by a percentage of property value would not be a fair process due to neighborhoods having homes valued from low to high ends. So a home valued at \$50,000 on the same street as one valued at \$250,000, each being assessed 13%, the lower value home gets off at a much lower assessment than the higher value, yet each owner uses the road(s) equally.

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Mr. Tackaberry commented on other options outside of the box for the Council and Staff to consider, mentioning casinos, lottery tickets, etc as a way to fund costs.

Richard Goodale, 303 Kelsey Str, questioned the responsibility for reconstruction costs to industries for their commercial traffic; especially on St. Peter and Kelsey Str. due to no signage on how to get on and off County Rd 17 from Highway 12. He explained that without proper directions for traffic to utilize Johnson Street for going to and from Highway 12 and County Rd 17, traffic is driving right into town and using primarily St. Peter and Kelsey Str.

Mayor McDonald requested Staff to look into placing signage directing commercial traffic from County Road 17 through the industrial park and onto Highway 12.

Linda Rolf, 320 4th Str S, had a few comments for Council: (1) the wear and tear of commercial traffic in inner city streets during Highway 12 reconstruction – homeowners should not be responsible for their damages, (2) a portion of 4th Str S was repaired due to construction traffic but why wasn't the entire street not repaired, and (3) regarding the portion of 4th Str S that was not repaired through MnDOT during the Highway 12 reconstruction, will only the residents along 4th Str S that MnDOT did not do repairs be assessed for the new reconstruction [exempting property owners who live along the newer portion of 4th Str S up by the cul de sac].

Vander Top addressed the commercial traffic wear on 4th Str S, noting that the time to address that would have been during the Highway 12 construction. As with every project, there is a certain length of time that issues can be addressed, and unfortunately with the Highway 12 project that time has ceased. Staff did have weekly meeting with MnDOT during and for a period after construction working with street repair, maintenance and improvements to streets and property.

Mayor McDonald stated that, in using this particular example, there would not be any exempt property owners. It would be clearly stated in the feasibility study that this location would be considered an "area" and all property owners would then share in equal assessments.

Duane Swenson, 115 Clover Ln, discussed what the possibility of unforeseen conditions would have on an assessment cost. How are residents to budget or plan for unforeseen conditions that can cause an increase in their assessment?

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Vander Top stated that again unforeseen conditions after an initial assessment is applied, are just that, unforeseen and will have to be addressed on an individual basis due to no forewarning. However, reminding residents that unforeseen or not, an assessment cannot be applied to a property that is over the sustained benefit to the property.

Amy Johnson, 628 Railroad Ave, was concerned regarding Railroad Ave that has never been paved, what can be expected of an unfinished road assessed to be paved and completed.

Vander Top summarized as the draft policy currently states, if there is a substantial benefit to a property along or utilizing assess to a reconstructed road, then there can be an assessment which would be applied onto said property.

Daniel Lyrek, 152 2nd Str N, requested clarification on a property owner living adjacent to an apartment building and how the assessment would affect these two properties. Mr. Lyrek questioned corner lots, could they potentially be assessed for each street as it crossed their property. In conversation with Council members, it was stated that the apartment could be assessed on a per-unit cost. Also, a corner lot would not be assessed for both streets, but an alley and street combination property could ultimately be assessed for both.

Mr. Lyrek also questioned the assessment that could be applied to City Hall; would City Hall be assessed as one lot even though it took up the entire block. Stolfa explained that commercial property, such as City Hall, would be assessed by the foot and not by the unit.

Mr. Rominski returned to discuss defer payment scenarios whether it is for senior citizens or due to disability, how would the assessment be paid on those properties.

Council explained that the property would then be assessed and should the property be sold, then the purchaser would be accountable for any outstanding assessment charges.

Hotchkiss summarized the three assessment draft policy options as a reminder to residents. Option A: Property Owner is taxed ahead of project and City would then “hold on to” money, pay for everything up front and owe nothing; Property is taxed on its value; Tax exempt properties are not affected; Taxing businesses along Highway 12; Due to levy limits set by the State, Option A is not available. Option B: Only 30% of cities approved Option B; Tax exempt properties are not affected; City has a bond limit which will max out before the completion of the project or if any other needs arise there will not be any bond money available [i.e. another flooding situation]. Option C: 70% of cities surveyed have approved and utilize Option C; Assessment value percentages vary from 25% to 50%; Properties

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assessed as a per-project/phase so different areas of town will be taxed depending on timing of project and extent of project. Some property owners will pay more and less than others.

A resident requested the option of an enterprise type fund, similar to the current one for sewer and sanitary, where all property owners are taxed an equal portion of funds towards street reconstruction. Both Hotchkiss and Kern explained that the State Statutes clearly states that cities are not allowed to take this approach for street reconstruction. Kern continued by explaining the only way to blanket the costs would be by taxing a percentage of property value as Hotchkiss summarized in Option B; however remembering the example of two homes on the same street being assessed 13% equally, one being appraised at \$175,000 would have a yearly property tax increase of \$3,349 and the other home appraised at \$275,000 would have a yearly property tax increase of \$5,260.

Mr. Vick suggested the street reconstruction remain stagnant then until the State approves to lift the levy limits.

Vander Top explained that there is strong lobby against the lifting levy limits. An analogy of this is that everyone now pays a storm water fee that is based on how much run-offs you have on your property. So as a residential resident you do not pay as much as an industrial property because they have significant more run-offs. The same concept can be used with traffic. A single residential property does not generate significant traffic as compared to an industrial property, so logically it would make sense to charge the industrial property much more than the residential property for street reconstruction. The large lobby against this is that if industry were to absorb such a significant assessment, that money would have to come from somewhere and it would affect the consumer considerably when products are purchased. The lobbying groups have been very successful in past legislation and there's no current evidence of the State making the alternative choice anytime soon.

Mr. Vick questioned raising the storm sewer fee and putting it towards the streets.

Vander Top rebutted that by saying there has to be a nexus; you cannot collect fees on one project and put it towards another.

Mayor McDonald concluded that Council is not ready to make a final decision at this time and appreciated the interest of the community. He encouraged all residents and business owners to review the draft assessment presentation available both on the city website or a hard copy is available at the City Hall.

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Herbert Nystrom, 601 Parkview Circle, asked if residents will ultimately have the final vote as to which option is chosen. Mayor McDonald thanked all the residents for their input; however the ultimate decision will be made by Council. Mr. Nystrom wanted to mention the affect of inflation and the addition of assessments. Vander Top agreed that inflation is a very viable issue to be concerned with regardless of which option is chosen and assessments would have to be adjusted to follow inflation.

Council reviewed the following meeting dates to continue the public hearing; July 6th might be too soon for a thorough review.

Motion Number (M-10-127) Motion by Larry Bartels, second by Betsy Stolfa to continue the proposed Public Assessment Policy for Street and Utility Improvements to July 20, 2010. Motion Carried.

4. ADJOURNMENT

There being no further business to discuss the special workshop of the Delano City Council/Economic Development Authority of Tuesday, June 7, 2010 was adjourned at 10:35 PM.

Joe McDonald, Mayor

Marlene E. Kittock, City Clerk

ATTEST:

Wendy Biel, Recorder