

**CITY OF DELLWOOD**

**CITY COUNCIL MEETING**

**TUESDAY, JUNE 9, 2026**

**5:30 PM**

**NEXT MEETING DATE – TUESDAY JULY 14, 2026**

**NOTE MEETING AT CITY OFFICE 111 Wildwood Road Willernie MN 55090**

CALL MEETING TO ORDER / PUBLIC COMMENT

APPROVAL OF AGENDA

APPROVAL OF LAST MONTH'S MINUTES

1. Turnback of TH 244
2. Consideration of Bow Hunting
3. Consideration of Resolution No. 2026-04, Election Judges
4. Consideration of White Bear Lake Rotary Temporary Liquor License

APPROVAL OF PAYMENT OF MAY CLAIMS

REPORTS FROM COMMISSIONERS

ADJOURN

**City of Dellwood**  
**Council Meeting Minutes**  
**May 12, 2026**

The regular meeting of the Council of the City of Dellwood was held on May 12, 2026, at the city offices located at 111 Wildwood Road, Willernie, MN. The meeting was held in person. Non-council persons were able to access this meeting by way of ZOOM.

Mayor Mike McGill called the meeting to order at 5:30 PM.

**Council Members Present**

- Greg Boosalis
- Karen Quaday
- Brady Ramsay

**Staff Members Present (in person)**

- Interim Clerk: Kim Points
- City Treasurer: Brian Beich
- City Attorney: Joel Holstad
- City Engineer: Cara Geheran

**Staff Members Attending Remotely (via Zoom)**

- City Planner: Nate Sparks

**Others Attending**

- Mark Wisniewski
- Dennis Liudeke
- John Carr

**Public Comment**

There was no public comment.

**Agenda: On motion by Boosalis, second by Ramsay, the agenda for this meeting was**

**unanimously approved.**

**Minutes: On motion by Mayor McGill, second by Boosalis, the Minutes of the April 14th, 2026, City Council meeting were unanimously approved with no changes.**

**Item No. 1: Update on Hwy 244** – At the April 14, 2026, City Council meeting, the Council requested additional information regarding the long-term cost implications should Highway 244 be transferred to City jurisdiction. Based on MnDOT preservation practices and the City's experience with roadway projects, two 40-year life-cycle cost scenarios were evaluated.

- **Low-Cost Preservation Approach:** Approximately \$5.1 million in total life-cycle costs, leaving approximately \$6.5 million of turnback funding available for other transportation-related needs.
- **Reconstruction-Focused Approach:** Approximately \$11.5 million in total life-cycle costs, requiring that the initial construction cost be capped at approximately \$9.5 million to remain within available turnback funds.

Both approaches are financially feasible within the anticipated turnback funding amount; however, they differ in initial investment, long-term maintenance strategy, and flexibility of remaining funds.

**Item No. 2: Consideration of Resolution No. 2026- 03, Legal Description. 245 Dwinnell** – City Attorney Holstad advised taking the Dwinnell property into the City of Dellwood a connection between the legal descriptions must be established. The City has been asked to confirm that the legal description is in fact the same property and establish a revised legal description of the property.

**On motion by Ramsay, second by Boosalis, Resolution No. 2026-03 was unanimously approved as presented.**

**Item No. 3: Consideration of CD Renewals** – The City Attorney is currently the only person authorized to renew City Certificates of Deposit.

**On motion by Mayor McGill, second by Boosalis, the City Clerk and City Treasurer were authorized to renew City CD's when they come due and was unanimously approved.**

**Claims List: On motion by Mayor McGill, second by Ramsay, the April 2026 Claims were unanimously approved with no changes.**

### **Reports of Commissioners**

Council Member Ramsay advised there was a report of tree falling down in Pines Hills and a

curb broken by fox house falling many levels.

Council Member Boosalis stated the City should start reidentifying residents to talk to them about potential right-of-way issues.

Mayor McGill stated there were twelve building permits issued last month for remodels.

City Treasurer Beiche stated the bank was purchased and the account number for the City is changing.

**Adjournment: There being no further business, this meeting was adjourned at 6:09 PM upon motion by Boosalis, second by Ramsay, and the unanimous vote of the Council.**

**X**

---

Kim Points, Interim City Clerk

## Considerations for Potential TH 244 Turnback Discussion

1. Identify the factors / motivations for considering a turnback of TH 244. Basically, what's in it for the City to do the turnback? Are residents complaining about the state of the road? Are we simply looking at a turnback because it might facilitate the possible future construction of a trail or sidewalks along the road? Are we trying to fix something that's not broken? Do we feel that we need more control over the design and maintenance of TH 244?
2. What are the pros and cons of agreeing to a turnback? What are the benefits and risks / problems associated with accepting the turnback?
3. What happens if we do not accept the turnback? If we don't accept the turnback, MnDOT is apparently planning to resurface the road in the next few years. Based upon statements from MnDOT personnel and City Attorney research into current law, MnDOT will not (and is unable to) force a turnback on the City in the future.
4. What is the cost of the road now and in the future when adjusted for inflation? Cara's 40-year projections are very informative, yet without an adjustment for inflation over the 40-year period, they inherently underestimate future costs associated with maintaining and potentially reconstructing the road.
5. Does Dellwood have a sufficient interest in owning a fairly busy "regional" road (3,600 vehicles / day) that we want to take on the liability / expense of owning the road?
6. According to our City Attorney, there are significant problems / issues with the current description (or lack thereof) for the right-of-way (ROW) along TH 244. Accepting a turnback and beginning a reconstruction of a road having an ambiguous ROW is likely to expose the City to expensive / time consuming litigation as ROW issues are sorted out.
7. Is the potential turnback an issue that should also be evaluated by the Planning Commission, or is this an issue which should be evaluated solely by the City Council?

Bryce Martin Holstad  
[bryce@lakeslaw.com](mailto:bryce@lakeslaw.com)



Richard Copeland  
[of counsel](#)

**Joel M. Holstad\***  
[joel@lakeslaw.com](mailto:joel@lakeslaw.com)

John M. Hund  
[jhund@lakeslaw.com](mailto:jhund@lakeslaw.com)

*\*From the Office of:*

*Licensed in CA, HI, IA, MN,  
ND, Fed Ct. of Claims & US Ct. of App. D.C.*

**Joel M. Holstad\***  
*Licensed in MN, CA,  
N.D., & IA (Reg. Counsel)*

June 1, 2026

## Dellwood from MNDOT jurisdictional transfer notes

This office has provided to Mayor McGill various commentary on issues to consider in any substantive assessment of City of Dellwood accepting jurisdictional transfer of Minnesota Highway 244. This memo is intended as a brief summary

### 1) **Cost**

Present value vs future burden is broadly discussed by others. Key points to consider Include

- a. estimates were significantly developed before global events affecting near and longer term concerns as to oil prices
- b. MNDOT funding for turnback is a permanent fund, it will exist into the future
- c. Prior turnback discussions included future maintenance costs absent from current proposal.
- d. Low maintenance option identified by recent Bolton & Menk summary is what MNDOT will do if Dellwood does not accept turnback,

### 2) **Uncertainty of ROW boundary**

- a. Despite years of inquiry and repeated requests, MNDOT has been unable to provide more than superficial, unsourced and ambiguous digital maps revealing alleged ROW of proposed transfer description. Detail descriptions may be less of concern if future road projects are merely repaving existing surfaces as ROW by use is well established. However, Dellwood is considering significant expansion and possible relocation of road surface, utilities, and expanded ROW usage that will likely have significant impact on affected properties that could easily result in litigation. Research of public record to determine actual ROW available will be expected for each of many dozens of properties at a cost born, in current proposals, by Dellwood alone. We are asked to buy back a significant piece of real property interest without the seller, MNDOT, being able to tell us what we are buying. This is a sharp and inexplicable contrast to the BRAC transfer of rail ROW decades ago which described in detail parcels to be conveyed. The ROW of 244 can be accurately described, but hasn't been to date.

**3) Impact of County 96 reconstruction**

- a. County 96 is scheduled for a major reconstruction that will imply current 244 as a major alternative route, or detour, during the construction period. Similarly, County 96 will logically share a burden if 244 undergoes a major rework. Consideration should be given to whether Dellwood should invest in a major project before serving as a heavy traffic detour and in alternative, the cost impact of delay until after County 96 work is complete

**4) Legal support for private tunnel**

- a. It is questionable whether state dollars can be legally, let alone politically, be used for a private tunnel exclusively for the benefit of one of the most elite private clubs in the state. We are aware that MNDOT negotiators blithely assure us it would be justified as a “safety” provision, without offering analysis as to criteria considered. At a minimum, if “safety” is justification for golf cart crossing principally by adults, “safety” would logically require a tunnel, or bridge, for safety of families, children, pedestrians and bikers for any required trail crossing of current 244 ROW. We suggest requesting an opinion letter from the Office of the State Attorney general if tunnel construction is a component of any funding package

**5) Lack of actual data as to enhanced wetland and runoff control**

- a. Wetland protection is such a significant component of public policy it seems reckless to simply assume some easements and runoff control will be needed rather than more specifically identifying what that entails. Will private land taking be needed? Recent projects in Town of White Bear and Mahtomedi remain ensnarled in runoff related disputes that interfere with project completion and resident satisfaction

**6) Lack of Public Engagement**

- a. It is surprising this project has progressed so significantly without any substantive public engagement. Public support of 244 turnback presently and into the future is highly impacted by considerations of road design, potential change of alignment, impact to forestry within ROW such that greater public engagement prior to consideration would seem appropriate, if not necessary, to assure public support

**7) Lack of expressed finding as to purpose**

- a. These, and other perspectives and questions by Council, are difficult to assess without a clear understanding of the objective Dellwood is pursuing in turnback consideration. Public policy considerations of this magnitude often begin with a finding of a need that is being addressed, or what problem are we acting to resolve. “Turnback” began as either a question of merely “what would it look like” after Dellwood learned MNDOT was funding in part similar work in Mahtomedi, with the question buttressed in discussion by vague belief turnback might be needed to accommodate possible trail construction. A more clear, and present, discussion and finding of the project objective would clarify project purpose and scope, enabling transparency and constituent support.

## Turnback 244

From: Personal (quaday@comcast.net)  
 To: mike@intrepidproperties.com; holstad2000@yahoo.com  
 Date: Saturday, April 18, 2026 at 04:29 PM CDT

Hi Mike and Joel,

This is a bit long so I apologize. (My second long email this week, Mike). Please grab your favorite beverage and indulge me by giving the below consideration.

As I mentioned, I can't be at May's city council meeting or Dick's party. However, I wanted to share my deep concern regarding the turn back of 244 in case there is significant discussion at the May council meeting. Essentially, I can't support any project that significantly increases homeowner property tax. I am fairly certain this turn back would do exactly that. Based on some research:

1. Dellwood has 429 households (US census 2020) to share any future financial burden. [https://test.data.census.gov/profile/Dellwood\\_city,\\_Washington\\_County,\\_Minnesota?g=060XX00US2716315616](https://test.data.census.gov/profile/Dellwood_city,_Washington_County,_Minnesota?g=060XX00US2716315616)
2. MNDOT says highway 244 in Dellwood averages 3615 vehicles per day which is considered moderate traffic. Note this is 2019 data so it could have changed. ([https://wiki.aaroads.com/wiki/Minnesota\\_State\\_Highway\\_244](https://wiki.aaroads.com/wiki/Minnesota_State_Highway_244))
3. Asphalt roads should be fully replaced every 15-30 years in Minnesota depending on multiple factors but primarily traffic volumes. Higher or moderate traffic require more frequent replacements (15-20 years). Therefore, Highway 244 would probably be around 20 years.
4. Full replacement of a 2-lane road in Minnesota is roughly \$7.5 million per mile (\$9 million for 1.2 mile which is similar to our current estimate minus ROW and extras).
5. Average cost for maintenance in Minnesota is \$21,244 per year per lane per mile (2023). [https://reason.org/highway-report/26th-annual-highway-report/maintenance-disbursements-per-mile/#:~:text=Table\\_title:%20Maintenance%20Disbursements%20Per%20State%20Controlled%20Mile%20Table\\_content:Pennsylvania%20%7C%20Disbursement%20Per%20Lane%20Mile:%20\\$20%2C336%20%7C](https://reason.org/highway-report/26th-annual-highway-report/maintenance-disbursements-per-mile/#:~:text=Table_title:%20Maintenance%20Disbursements%20Per%20State%20Controlled%20Mile%20Table_content:Pennsylvania%20%7C%20Disbursement%20Per%20Lane%20Mile:%20$20%2C336%20%7C)
6. Delaying maintenance of roads can increase costs 20%. <https://www.house.mn.gov/comm/docs/lyUAI2xQNEONpyhslHhwg.pdf>

So, using the above: \$9,000,000 divided by 429 homes over 20 years = \$1049 per year per household (and if add annual maintenance costs this would increase to \$1148)

Of course, we would have interest accrued over time. However, costs are not fixed and are unpredictable. Even if we set a few million aside from the \$11million immediately, I worry this would still increase property taxes. For example, \$3,000,000 invested conservatively today might yield \$8 million in 20 years. That sounds great but with inflation, it would realistically be worth about \$4.4 million in today's dollars. In addition, if we defer the work to earn more interest, repairs might be significantly higher (#6 above).

Some might mention there are funds in the Small Cities Assistance Program to help cities with <5000 residents with construction and maintenance of roads. [Minnesota Statute 162.145](#). Sadly,

this will not be much money. In fiscal year 2025, all cities that requested funds got <\$45,000 (total) and most <\$13,000. For example, Gem Lake got \$7-8000.

Lastly, I had asked at the meeting if there were other small cities in Minnesota who had responsibility for a similar road. I tried to find that answer. My best result is the AI-generated statements below. In addition, I asked my brother (an experienced real estate attorney who is also on a city council of a suburban Chicago city of 11,000) for his advice. He said his city "would NEVER assume responsibility for a moderate-traffic road unless there was a compelling reason". I mentioned Mahtomedi's water main issue and he agreed that was a good reason. Fortunately, we do not have a pressing need to own this road.

I am sure that the numbers above are not perfect but they paint, in broad strokes, how this acquisition might burden future residents. Cara may bring helpful information but barring any major new developments, in my opinion, we should not support this project. Secretly, I am hoping for a future of flying cars-no roads needed! LOL

Good luck,  
Karen

Per Google AI:

"In Minnesota, cities with a population under 2,000 typically do not have primary responsibility for roads carrying 3,500+ vehicles per day, as these high-volume routes are almost always designated as **County State-Aid Highways (CSAH)** or **State Trunk Highways**. However, **Dellwood** (population ~1,200) is currently a unique case where this responsibility is a major local topic.

The Case of Dellwood: Highway 244

While Highway 244 (Wildwood Road) is currently a **State Trunk Highway** managed by MnDOT, it is the subject of an active turnback negotiation.

- **The Traffic:** The segment of Highway 244 in central Dellwood carries roughly **3,300 to 3,500 vehicles per day**, while its northern terminus near Highway 96 sees over **12,100 vehicles per day**.
  - **The Conflict:** Dellwood is seeking to take over jurisdiction of Highway 244 from the state. If this "turnback" occurs, the city—despite having fewer than 2,000 residents—would become the primary authority responsible for the road's maintenance, reconfiguration, and the construction of a planned multi-use trail.
- The "Small Cities" Struggle:** Cities under 5,000 residents, like Dellwood, are ineligible for MSAS funds. Instead, they must rely on the Small Cities Assistance Program, which is funded sporadically and often provides less than \$13,000 annually per city—far below what is needed to maintain a road with 3,500+ daily"

# City of Dellwood

## Proposal: Responsible Archery Hunting Framework

Presented to the City Council | May 2026

### Background

Ordinance 2026-03, prohibiting the discharge of dangerous weapons, including bows and arrows, was published in the White Bear Press on April 8, 2026. The City has indicated willingness to revisit this issue and establish a workable framework at its May 2026 meeting.

### Why Archery Is Different from Firearms

Grouping bows with firearms in a dangerous weapons ordinance overlooks fundamental safety differences:

- Most hunting shots are taken at under 40 yards, a fraction of even handgun range
- Arrows have a maximum effective range of 50 to 80 yards under hunting conditions, compared to hundreds of yards for firearms
- No ricochet risk: arrows do not deflect off hard surfaces
- No report: bow discharge is nearly silent, with no noise disturbance to neighbors
- Shot is line-of-sight only: the hunter must see the target
- Dellwood's generally large average lot size provides a substantial natural buffer

Minnesota cities that regulate archery hunting separately from firearms do so precisely because the safety profile is fundamentally different. The DNR's own licensing and season framework is built on this distinction.

The Minnesota DNR has already established the safety and knowledge infrastructure that responsible bow hunting requires. Obtaining and maintaining a valid archery license confers the training, knowledge, and legal accountability needed for ethical hunting. The existing state framework is already doing this work. The City's role would be safely manage and permit it within Dellwood's boundaries.

### The Wildlife Management Need

Dellwood residents experience documented, ongoing impacts from deer and other wildlife overpopulation:

- Significant landscaping and garden damage to residential properties
- Deer-vehicle collisions on city roads, posing real safety risk to drivers. Approximately 50% of Washington County Sheriff's Office calls are for deer collisions.
- Some deer populations are actively supplemented by neighbor feeding, concentrating animals near residential areas. An additional risk of a high deer population is deer ticks and Lyme disease.

Regulated archery hunting is a humane, DNR-sanctioned wildlife management tool. It addresses these impacts without the noise, range, and public safety concerns associated with firearms.

Note: The DNR prohibits deer baiting and feeding statewide due to chronic wasting disease (CWD) concerns, as deer fed nose-to-nose are a primary transmission vector. The City may wish to align its own ordinance with this existing state prohibition, reinforcing responsible wildlife management as a community value.

The State recommendations for a safe, manageable deer herd is about 20 deer per square mile. In a suburban community like Dellwood, it is several times that density. A 2004 survey in Vadnais Heights found the density to be 95 per square mile. In our suburban zone of the State, a deer hunter can legally harvest up to five deer per year in an attempt to control the high deer herd. By comparison, in outstate areas, 1-2 deer per year is the limit. Several local communities, including Dellwood, Vadnais Heights, and adjacent Mahtomedi, have held controlled deer hunts to help reduce the herd to safe, manageable levels, because resident deer hunters cannot effectively reduce the deer population all by themselves. A group called the Metro Bowhunters Resource Base coordinates these additional, controlled hunts.

### Proposed Framework for Dellwood

We propose the City replace the current blanket prohibition with the following provisions. This framework gives the City clear, manageable oversight while allowing responsible hunting to continue.

#### 1. Landowner Permission

- Landowners may hunt on their own property without any additional permission requirement
- Hunters who are not the property owner must obtain written permission from the landowner prior to any hunting activity
- Non-owner hunters must carry that written permission at all times while on the property

#### 2. DNR Licensing and Season Compliance

- All hunters must hold valid Minnesota licenses appropriate to the species being hunted

- All DNR regulations regarding seasons, species, bag limits, and equipment apply in full. Covered species include:
- Archery deer season: mid-September through December 31
- Spring turkey archery season: April 15 – May 31
- Fall turkey archery season: early-to-mid September
- Canada goose and waterfowl seasons: per DNR zone designations, generally September through January
- Small game (rabbit, squirrel, etc.) per DNR seasons

### **3. Safety Standards**

- Minimum 150-foot setback from any occupied dwelling
- No discharge within 50 feet of a property line without adjacent landowner consent
- Hunter must be positioned so arrow travels away from neighboring structures
- Hunting method (tree stand, ground blind, stationary position) is left to the hunter's judgment within the above setback requirements

### **4. Youth Hunters**

- Hunters under age 18 must be accompanied at all times by a licensed adult hunter age 18 or older
- Youth hunters must possess all applicable DNR licenses and complete DNR hunter safety certification before hunting independently
- The accompanying adult bears responsibility for ensuring safe and lawful conduct
- Crossbow use by youth hunters is governed by DNR age and method requirements

### **5. Registration (Optional City Mechanism)**

- The City may elect to require a simple notification form filed with the City Clerk at the start of each season, identifying the hunter, property owner, and parcel
- No additional permit fee is necessary; the DNR licensing system already handles certification and eligibility

### **6. Archery Target Practice**

Archery target practice is permitted on private residential property in the City of Dellwood, subject to the following:

- The property owner's permission is required
- Arrows must be directed into an adequate backstop designed for archery use
- Shooting must be directed away from neighboring structures and property lines

No license, permit, or city registration is required for target practice.

## **Comparable Ordinances**

A brief search finds that the nearby communities of Gem Lake, Vadnais Heights and White Bear Township do allow archery hunting. Each community program differs from one another, from a simple permission form, to a detailed permit, costing \$100. However, the intention of all is to ensure safe hunting within their communities, similar to what we have proposed for Dellwood.

## **Game Retrieval**

A critical and practical issue for bow hunters in a residential setting is the right to retrieve lawfully shot game that crosses a property line. A wounded deer does not stop at a fence, and losing an animal to a neighbor's refusal of entry is both wasteful and demoralizing for an ethical hunter who made a lawful shot.

We respectfully ask the City to include an explicit retrieval provision in its framework, in compliance with State MNDNR rules, that allows a licensed hunter to enter adjacent unposted private property on foot, without a weapon, to retrieve lawfully shot game, with the obligation to leave immediately upon request. This affirms, at the local level, the humane and ethical standard that a hunter should not be penalized for an animal's movement after a lawful shot.

## **Our Ask**

The hunters presenting this proposal have operated responsibly in Dellwood for years, with full landowner permission, valid licenses, and zero incidents or complaints. The framework above gives the City clear, manageable oversight while preserving a lawful practice that serves real wildlife management needs in our community. We would suggest that the archery hunting program be reviewed annually by the City.

We welcome the opportunity to work with the City Council and City Attorney to develop specific ordinance language, and are prepared to present at the May meeting and provide additional materials upon request.

CITY OF DELLWOOD  
WASHINGTON COUNTY, MINNESOTA

Resolution No. 2026-04

A RESOLUTION APPOINTING ELECTION JUDGES FOR THE  
2026 PRIMARY ELECTION AND THE NOVEMBER 3<sup>rd</sup> GENERAL ELECTION

WHEREAS, State Primary will be held on August 11, 2026 and the General Election will be held on November 3<sup>rd</sup>, 2026.

WHEREAS, Minnesota Statute 20413.2 1, subd. 2, requires election judges for precincts in a municipality be appointed by the governing body of the municipality; and

WHEREAS, the City of Dellwood has one precinct; and

WHEREAS, the following State of Minnesota residents have applied to serve as election judges and meet the qualifications established by the State of Minnesota

NOW THEREFORE BE IT RESOLVED, that the City of Dellwood City Council, in accordance with State Law, hereby appoints the following persons to serve as election judges for the Primary Election on August 11<sup>th</sup>, 2026 and the General Election on November 3<sup>rd</sup>, 2026.

Mary Wingfield	Brian Beich	Lynda St. Martin	John Mullarky
Elsbeth Howe	Faamati Winey	MaryAnn Stewart	Debbie Daniels
	Carol Hall		

BE IT FURTHER RESOLVED, that in case an appointed judge is unable to serve, the city is authorized to find a substitute judge of the same political party for the judge who cannot serve.

BE IT FURTHER RESOLVED, additional judges may be appointed upon completion of necessary election judge training.

Adopted by the City Council of the City of Dellwood, on June 9, 2026

By:

\_\_\_\_\_  
Mike McGill, Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



June 1, 2026

City Clerk

City of Dellwood

111 Wildwood Rd. Box 775

Willernie, MN 55090

To whom it may concern,

Attached is our application for a temporary liquor permit for the Taste of White Bear Lake fundraiser on Saturday, Sept. 12, 2026, at the Pine Tree Apple Orchard. As I understand it the application must first be approved by the city before I can forward it on to the state for their approval. I am hoping to get city approval at the next Dellwood City Council meeting.

Also attached is the Certificate of Liability Insurance. As you can see on the certificate the renewal date of the policy is 7/1/2026. Our insurance agent tells me that an updated certificate for 2026 won't be available until mid-June. As soon as I receive that from him, I will forward it to you. I am still hoping however, that we can get approval at the next council meeting.

I acknowledge our understanding that the Rotary Club of WBL is required to hire two off-duty sheriffs for security at the Taste of White Bear event on September 12th at Pine Tree Apple Orchard. The officers must be in uniform. I am informing our club President, Derrek Skeie, that John Jacobsen of Pine Tree Apple Orchard will take care of this, and we will notify you when that has been done, and we have the names of the officers.

Please give me a call at 651-983-5202, or [gallowaykr@comcast.net](mailto:gallowaykr@comcast.net) if you have any questions.

Thank you for your assistance.

Ken Galloway

2026 Taste of WBL Committee



Minnesota Department of Public Safety  
 Alcohol and Gambling Enforcement Division  
 445 Minnesota Street, Suite 1600, St. Paul, MN 55101  
 651-201-7507 TTY 651-282-6555  
**APPLICATION AND PERMIT FOR A 1 DAY  
 TO 4 DAY TEMPORARY ON-SALE LIQUOR LICENSE**

Name of organization		Date of organization	Tax exempt number
Rotary Club of White Bear Lake		Jan 1, 1980	41-1817128
Organization Address (No PO Boxes)	City	State	Zip Code
PO Box 10809	White Bear Lake	Minnesota	55110
Name of person making application		Business phone	Home phone
Ken Galloway		651-983-5202	
Date(s) of event	Type of organization <input type="checkbox"/> Microdistillery <input type="checkbox"/> Small Brewer		
September 12th, 2026	<input checked="" type="checkbox"/> Club <input type="checkbox"/> Charitable <input type="checkbox"/> Religious <input type="checkbox"/> Other non-profit		
Organization officer's name	City	State	Zip Code
Derrick Skie - President	WBL	Minnesota	55110
Organization officer's name	City	State	Zip Code
Julie Honsa - Pres Elect	WBL	Minnesota	55110
Organization officer's name	City	State	Zip Code
Doug Niemela - Treasurer	WBL	Minnesota	55110

Location where permit will be used. If an outdoor area, describe.  
 Pine Tree Apple Orchard, 450 Apple Orchard Rd, Dellwood, MN 55110

If the applicant will contract for intoxicating liquor service give the name and address of the liquor license providing the service.  
 Liquor Barrel Mahtomedi  
 3124 Century Ave, Mahtomedi, MN 55110

If the applicant will carry liquor liability insurance please provide the carrier's name and amount of coverage.  
 Arthur J Gallagher Risk Mgmt Services - 2 Million coverage  
 2850 Golf Rd, Rolling Meadows, IL 60008

**APPROVAL**

APPLICATION MUST BE APPROVED BY CITY OR COUNTY BEFORE SUBMITTING TO ALCOHOL AND GAMBLING ENFORCEMENT

City or County approving the license	Date Approved
Fee Amount	Permit Date
Event in conjunction with a community festival <input type="checkbox"/> Yes <input type="checkbox"/> No	City or County E-mail Address
Current population of city	

Please Print Name of City Clerk or County Official

Signature City Clerk or County Official

**CLERKS NOTICE: Submit this form to Alcohol and Gambling Enforcement Division 30 days prior to event**

**No Temp Applications faxed or mailed. Only emailed.**

**ONE SUBMISSION PER EMAIL, APPLICATION ONLY.**

**PLEASE PROVIDE A VALID E-MAIL ADDRESS FOR THE CITY/COUNTY AS ALL TEMPORARY PERMIT APPROVALS WILL BE SENT BACK VIA EMAIL. E-MAIL THE APPLICATION SIGNED BY CITY/COUNTY TO AGE.TEMPORARYAPPLICATION@STATE.MN.US**



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
05/19/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Hylant Group Inc. 811 Madison Ave. Toledo, OH 43604	CONTACT NAME: Sara Humphries / Macy Gorrell
	PHONE (A/C, No, Ext): (419) 259-2710 FAX (A/C, No): (419) 255-7557
	E-MAIL ADDRESS: Rotary@hylant.com
INSURER(S) AFFORDING COVERAGE	
INSURER A: Westchester Surplus Lines Ins	NAIC # 10172
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	
INSURER F:	

INSURED  
All Active U.S. Rotary Clubs & Districts  
White Bear Lake Rotary club  
ATTN: Risk Management Dept.  
1560 Sherman Avenue  
Evanston, IL 60201

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Liquor Liability  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	X		G73578917 004	7/1/2025	7/1/2026	EACH OCCURRENCE	\$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 500,000
							MED EXP (Any one person)	\$ 0
							PERSONAL & ADV INJURY	\$ 2,000,000
							GENERAL AGGREGATE	\$ 4,000,000
							PRODUCTS - COMPI/OP AGG	\$ 4,000,000
								\$
A	<input type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY	X		G73578917 004	7/1/2025	7/1/2026	COMBINED SINGLE LIMIT (Ea accident)	\$ 2,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE	\$
							AGGREGATE	\$
								\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			N/A			PER STATUTE	OTH-ER
							E.L. EACH ACCIDENT	\$
							E.L. DISEASE - EA EMPLOYEE	\$
							E.L. DISEASE - POLICY LIMIT	\$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
The Certificate Holder is included as an additional insured where required by written contract or permit subject to the terms and conditions of the general liability policy, but only to the extent bodily injury or property damage is caused in whole or in part by the acts or omissions of the insured.

CERTIFICATE HOLDER City of Dellwood MN	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Judy K. Wilson</i>



Fund Name: All Funds

Date Range: 06/01/2026 To 06/03/2026

Date	Vendor	Check #	Description	Void	Account Name	F-A-O-P	Total
06/02/2026	Washington County-Taxation Division	13013	2026 Assessment Fee	N	Tax Petition	100-41551-304-	\$ 5.76
<b>Total For Check</b>							<b>\$ 5.76</b>
06/02/2026	Pera	13014	PERA for May	N	Clerk	100-41401-101-	\$ 208.00
		13014				100-41401-121-	\$ 240.00
<b>Total For Check</b>							<b>\$ 448.00</b>
06/02/2026	Lakes National Law	13015	May legal service	N	Legal Fees	100-41601-300-	\$ 3,750.00
<b>Total For Check</b>							<b>\$ 3,750.00</b>
06/02/2026	IRS	EFT6-10-26	May Payroll Tax - EFT	N	Clerk	100-41401-103-	\$ 244.80
		EFT6-10-26				100-41401-103-	\$ 318.62
		EFT6-10-26				100-41401-122-	\$ 244.80
<b>Total For Check</b>							<b>\$ 808.22</b>
06/02/2026	Xcel Energy	EFT6-2-26	Monthly Street lighting-EFT	N	Street Lighting	100-43160-381-	\$ 728.99
<b>Total For Check</b>							<b>\$ 728.99</b>
06/03/2026	Quill Corporation	13023	invoice #118474623	N	Clerk	100-41401-201-	\$ 82.99
<b>Total For Check</b>							<b>\$ 82.99</b>
<b>Total For Selected Checks</b>							<b>\$ 53,196.43</b>

City of Dellwood

Receipts Register

5/19/2026

Fund Name:	All Funds											
Date	Remitter	Receipt #	Description	Deposit ID	Void	Account Name	F-A-P	Total				
05/19/2026	Premier Fencing	4862	B-2026-23	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 153.25				
						Building Permit Surcharge	100-32211-	\$ 4.00				
								<u>\$ 157.25</u>				
05/19/2026	Sewer Service Companies, Inc	4863	pump permits	(05/19/2026) -	N	Septic Maintenance/pumping	100-32271-	\$ 90.00				
								<u>\$ 90.00</u>				
05/19/2026	Mersch Construction	4864	B-2025-75	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 1,029.68				
						Building Permit Surcharge	100-32211-	\$ 24.00				
								<u>\$ 1,053.68</u>				
05/19/2026	Porterwright	4865	ROW Registration	(05/19/2026) -	N	Misc. Other	100-34111-	\$ 100.00				
								<u>\$ 100.00</u>				
05/19/2026	M.A. Peterson	4866	B-2026-22	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 2,794.68				
						Building Permit Surcharge	100-32211-	\$ 112.50				
								<u>\$ 2,907.18</u>				
05/19/2026	Topline Construction	4867	B-2026-13	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 543.25				
						Building Permit Surcharge	100-32211-	\$ 20.00				
								<u>\$ 563.25</u>				
05/19/2026	Classic Construction	4868	B 2026-12	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 1,055.35				
						Building Permit Surcharge	100-32211-	\$ 55.15				
								<u>\$ 1,110.50</u>				
05/19/2026	WS & D Permit Service	4869	B 2026-24	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 139.25				
						Building Permit Surcharge	100-32211-	\$ 3.44				
								<u>\$ 142.69</u>				

Fund Name: All Funds

Date Range: 05/19/2026 To 05/19/2026

Date	Remitter	Receipt #	Description	Deposit ID	Void	Account Name	F-A-P	Total
05/19/2026	K.Dewall Construction	4870	B-2026-20	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 251.25
						Building Permit Surcharge	100-32211-	\$ 7.50
								<u>\$ 258.75</u>
05/19/2026	K.Dewall Construction	4871	B-2026-19	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 391.75
						Building Permit Surcharge	100-32211-	\$ 12.50
								<u>\$ 404.25</u>
05/19/2026	K.Dewall	4872	B-2026-21	(05/19/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 139.25
						Building Permits (Excludes surcharge)	100-32210-	\$ 3.25
								<u>\$ 142.50</u>
								<u>\$ 6,930.05</u>

Total for Selected Receipts



Fund Name: All Funds

Date Range: 06/02/2026 To 06/02/2026

Date	Remitter	Receipt #	Description	Deposit ID	Void	Account Name	F-A-P	Total
06/02/2026	MIRI	4882	ROW Permit	(06/02/2026) -	N	Public Utilities	100-32150-	\$ 25.00
								<u>\$ 25.00</u>
06/02/2026	Meyer Sewer Service LLC	4883	Septic Maint	(06/02/2026) -	N	Septic Maintenance/pumping	100-32271-	\$ 25.00
								<u>\$ 25.00</u>
06/02/2026	Justin and Kate Engels	4884	B2026-25	(06/02/2026) -	N	Building Permits (Excludes surcharge)	100-32210-	\$ 422.05
						Building Permit Surcharge	100-32211-	\$ 14.00
								<u>\$ 436.05</u>
06/02/2026	Cedar Septic	4885	Maintenance Report	(06/02/2026) -	N	Septic Maintenance/pumping	100-32271-	\$ 30.00
								<u>\$ 30.00</u>
								<u>\$ 13,617.66</u>

Total for Selected Receipts

## City Council Report for May 2026

To: Kim Points City Clerk

From: Jack Kramer Building Official

### Building Permit Activity:

1. Building Permits Issued = 6
2. Plumbing Permits Issued = 1
3. HVAC Permits Issued = 1

### City Cide Violations:

1. No new violations to report.

Respectfully submitted,



Jack Kramer

Building Official







**BUILDING PERMITS ISSUED IN THE MONTH OF MAY 2026**

<u>NUMBER</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>BUILDING PERMIT FEE</u>	<u>VALUATION</u>
B-2026-23	George	20 Highway 96	153.25	8,000 (fence)
B-2026-24	Voorees	58 Apple Orchard Rd	139.25	6,890.00 (windows)
B-2026-25	Engles	26 Apple Orchard Rd	391.75	28,000 (foundation)
B-2026-26	Christopherson	25 Tamarisk Rd	181.25	9,725.20 (fence)
B-2026-27	Wright	23 Dellwood Rd	321.25	20,000 (deck)
B-2026-28	Witaker	25 Peninsula Rd	918.93	1,413.75 (porch)

**REMODEL PERMITS - 4**  
**NEW HOME PERMITS -0**  
**Re Roof Permit - 0**  
**DEMOLITION PERMIT -0**  
**POOL PERMIT -0**  
**OTHER PERMIT -2**

**Total permit - 6**