
◆Town of Canosia Newsletter◆

Volume 9 Issue 29

March, 2003



Township Day-Tuesday-March 11th Vote & Attend the Annual Meeting

Tuesday, March 11, 2003, is Township Day. Canosia residents will be voting for *Town Supervisor* and *Town Treasurer*. Also on the ballot is the option to change the Clerk and Treasurer's office to appointed position's rather than elected. **Voting is from noon to 8 PM.** The Annual Meeting will start at 8:15 PM. The Canosia Town Hall is located at the corner of Midway and Martin Road. Stop by and vote on the way home, then come back for the meeting. Coffee, cookies and bars will be available during the meeting.

At the meeting residents authorize the year 2004 tax levy that will be used to run the Town of Canosia starting January 1, 2004. This is "grassroots government" where the people set the amount of taxes to be collected in order to run all functions of Canosia Township. If you have specific feelings or concerns about what the levy should be or any other issue, come to the annual meeting and express your views and be a part of determining the amount of services to be provided.

February 10, 2003, the Town Board met to set a budget for 2004 and prepared a recommended levy for 2004 for the citizens of Canosia to review, discuss and approve at the annual meeting. Last year the citizens of Canosia approved a levy of \$301,800. This year the board is recommending same \$301,800 levy. The following is what is being **proposed** to be considered at this year's Annual

Meeting to be held in the Town Hall:

◆ **GENERAL REVENUE:** includes Planning and Zoning, Board of Adjustments, Town Board/Town Clerk and Treasurer expenses, Election costs, Assessment charges, Insurance, Office supplies, Town Hall cleaning and maintenance, Pike Lake Tavern property, Cemetery, and Legal services.

2004 levy, \$68,000 (No change.)

◆ **POLICE PROTECTION:** all expenses related contracting with a St. Louis County Sheriff to provide Police Protection.

2004 levy, \$27,000 (No change)

◆ **ROAD & BRIDGE:** includes maintenance of the following township roads: Shady Lane, Pike Lane, Vaux Road, Holly Lane, Daniels Road, South Pike Lake Road, Lindahl Road, Spruce Lane, Tomak Road, Christensen Road, Kehtel Road, Cemetery Road, Town Line Road, Town Hall Road, Alder Road, Pike Lake Place, Nelsondale/Lorendale Road, Ekstrom Road, Birchway Road, Lockwood Lane, Dunaiski Road, Wilderness Trail, Dubla Drive and Lakeway Drive.

2004 levy, \$100,000 (No change Continues a \$15,000 levy to provide matching funds for the Midway Road Project.)

◆ **FIRE DEPARTMENT:** includes equipment, Fire Hall maintenance, insurance, training,

2004 levy, \$40,000 (No change Moves \$12,000 to the fire truck fund)

◆ **FIRE TRUCK:** fund used to pay for new pumper truck required to maintain our



current insurance rating. *2004 levy, \$52,000 (No change - but includes \$12,000 from Fire Department fund that was designed for replacement vehicles.)*

◆ **FIRE RELIEF:** Volunteer Fireman's pension from Fireman's Relief Association (includes \$600 for accounting) *2004 levy, \$5,600 (No change)*

◆ **PARKS & RECREATION:** includes recreation director salary, operation, maintenance and improvements to the baseball and soccer field, tennis courts, ice rink, CARE playground.

2004 levy, \$8,000 (No change)

◆ **WLSSD:** payment to Western Lake Superior Sanitary District (WLSSD) for Solid Waste and Recycling Education, and Landfill closure and clean-up. *2004 levy, \$1,200 (No change)*

Please vote Tuesday!
**** Noon to 8 PM ****

The 1930 Canosia Census

There were a few surprises in this Census. While immigration had been heavy in earlier years, by 1930 because of new restrictions, less than one third of the 357 Canosia Township residents were foreign born, and most of them were over 40. The rest of the people had been born either in Minnesota or in 14 other states. Young people comprised 40% of the population and the average Canosia family had three or four children, except for one family with 14 children. A dozen men, including some immigrants, were veterans of the First World War. And, as the census-taker worked his way through the township he listed all the local roads including the long-forgotten "Swamp Road" and "Sjostrom Road."

There were 101 dwellings in the town and 84 of these were occupied by owners and 17 by renters. Many people had their relatives living with them and some had both relatives and renters. The market value of these homes ranged from less than \$200 to \$3,000.

Occupations varied widely. About a fourth of the residents were farming and a local blacksmith was shoeing horses for farmers and a local lumber camp

and sawmill. Two families owned general stores. A group of men, steam shovel operators and other, worked at the County Tool House. Several people were listed as servants. There were carpenters, fuel salesmen, dray line owners, refrigeration sales people, railroad workers, auto mechanics, cabinet builders and one person who was caretaker at the Pike Lake Club House. There were also plenty of men who did "odd jobs"

This 1930 Census included one new question: "Do you own a radio set?" Technology wasn't that widespread yet in rural areas but 19 people said they owned a "radio set." The Stock Market had crashed the previous year and a radio would be almost essential during the difficult Depression years ahead.

Note: This 1930 Census is Film T626 - 1125, St. Louis County, at the Duluth Library. The Canosia Historical Society has a surname index for family researchers. Kathryn Adams and the Canosia Historical Society

Days Gone By - From Clerk's Record Book: 1893 - 1899

April 8, 1897: "The Town Bull was ordered sold at public auction by the supervisors on the 24 day of April, 1897 at the Town Hall between the hours of 11 and 12 am and that said sale shall be advertised one week before in the Duluth Herald."

April 24, 1897 "On the 24th day of April the Town Bull was sold at Public Auction to Andrew Pederson for \$19.00 cash."

May 6, 1897: "On motion resolved that a Guide Post be erected at the Junction of the Town Hall and LaVaque Roads by S. Samuelson the sign boards to be provided by F. Hayes. On motion resolved that a Guide Post be

erected at the Junction of the Brindos and Hermantown Extension Roads. The Town Treasurer is ordered to put Town moneys in the Commercial Bank of Duluth. ...bills allowed... 'Ad in Evening Herald Sale of Town Bull' \$2.90, 'Geo W. Thompson Care of Town Bull' \$12.50"

June 28, 1897: "The Board of Supervisors (Engren and Hargest) do here by resolve to accept from J.P. Johnson (President of the Marine national Bank) a certain lot located behind the court house valued at \$700.00 as partial security for moneys deposited in said bank belonging to the Town of Canosia"



PLAWCS News Corner

Rumors Put To Rest...

PLAWCS has never been in debt and there is no apparent reason that this should ever occur. Our rates were raised as was always projected. This rate increase was intentionally delayed until we were able to determine our future needs. The increase was based on a projection of our operational and maintenance costs over a twenty year period and includes a reserve fund for unforeseeable problems. With this increase PLAWCS will be able to meet the Public Facility Authority's 20 year loan obligations as they become due. Approximately 1/3 of the user fees are used to pay administrative expenses which include wages and expenses of both the office personnel and the Board of Directors.

PLAWCS actually had very few problems with the very cold winter which came without significant snow cover. Our problems were minor when compared with other sewer districts and individual septic systems in this area. Reports that all of the PLAWCS lift stations (we have 5) and individual pump stations (we have 197) were frozen is not true. Only four individual pump chambers were affected, three of them were homes where owners that were out of town and not using the sewer. One was seriously affected by the frost and we are working on that with representatives from the manufacturer.

Every home in the district has been connected. However, we still need many property owner to sign the updated easements. Call us at 729-9007.

Gordon Butler, Superintendent



Town Board News

Roads: Eckstrom Road survey has been completed in preparation of a turn around for snowplows. Vaux Road has been brushed.

Planning and Zoning Board: The Town Board has signed a contract with ARDC to facilitate implementation of the Comprehensive Plan objective. (See story on page 3)

Police Protection provided by St. Louis County Sheriff's Department in November 2002 stopped 82 different vehicles resulting in 66 warning and 14 citations. December 2002 there were 70 vehicles stopped resulting in 75 warnings and 19 citations. There was one arrest. January 2003 there were 79 different vehicles stopped resulting in 73 warning and 16 citations.

Election Judges approved by the Town Board for the Town Elections are Audrey Eaton, Helen Kaake and Carmen Orman.

Insurance: The Town Board approved Resolution 2003-2 to participate in the Minnesota Association of Township's Insurance and Bond Trust. This trust is designed for townships and will significantly reduce Canosia Township's insurance costs.

Pike Lake School Forest

The Pike Lake School Forest started seven years ago when Bob Hedburg saw some land, which was tax forfeit property. He and Gail Becker (former principal of Pike Lake, Caribou Lake, and Munger Elementary Schools), went to the St. Louis County land department and convinced them to donate the land to the Proctor Schools. Until recently, the land basically sat there. Tom Hedin, a Pike Lake 4th Grade teacher, became interested in this project. With his interest and the help of Fleta Carol, the school received a \$12,000 grant. With this grant, many things were purchased such as books, snowshoes, compasses, and native plants. This grant also provided for trail development and wetland restoration.

Last year a group of 4th grade boys created boxes to use as portable desks. Students can use these boxes when they are in the school forest for writing projects and other activities. If they are tired, they can sit on their boxes.

The Pike Lake School Forest Planning Committee meets monthly with Mr. Hedin. This committee of parents, students, and community members work together to plan projects for our forest.

Trail work was completed by area Boy Scouts. Alex and Ben Mickelson chose the Pike Lake School Forest as the site for their Eagle Scout Project.

Currently Pike Lake students are helping to develop an awesome School Forest. Thanks to Bob Waite (STS Supervisor, DNR) and his work crew, we now have a log shelter in the middle of our forest, a "classroom" where students can sit on logs while listening (if you listen) to the teacher. We also have a few trails called Predator Prey, Porcupine Trail, and Skull Bone Trail which were just developed. In December, we started clearing Skull Bone Trail in the freezing cold weather. Now we know how much weight a fallen tree can hold. Julie Mickelson found that out!

We want our forest to be a place where people can go and learn about wildlife and plants. We want to make our forest into a place where kids like us can have loads of fun. But we're only 3 of the people that helped with these projects. You can help, too, by simply stopping by the Pike Lake School Forest and watering a tree. While you are visiting the forest, be sure not to litter. Leave our forest the way you found it!

*By: Ana Gabres, Jaymie Burt and Casie Ecklund
Pike Lake Fifth Grade Student on Committee*

Implementation Of Canosia's Compressive Land Use Plan

The following four action steps from the Canosia Township Comprehensive Land Use Plan have been selected for implementation under this task.

1. The Planning Commission will analyze the possibility of rezoning portions of Canosia Township to MUNS-4.

- Final decision on rezoning of MUNS-5 to MUNS-4 by the Town Board.
- Update Zoning Map and Future Land Use Map.

2. After the adoption of the plan, the Plan Review Committee should, during their bi-yearly meetings, discuss new development in Canosia and potential expansion of infrastructure and how expansion could affect potential residential density in Canosia.

Because new water and sewer infrastructure have the potential to allow more dense growth, Canosia Township, will, prior to the construction of any major infrastructure projects, review the Comprehensive Plan and make a determination on what the appropriate density is for areas that will

be served by new infrastructure.

In particular, Canosia Township will make a decision on future growth of the area between Pike and Caribou Lake when the feasibility study for an alternative wastewater system is complete.

- Review in detail the development possibilities of this area.
- Review the results of the Ayers Feasibility Study and citizen input and determine if rezoning of any areas is necessary.
- Update Zoning and Future Land Use map.

3. The Ordinance Review Committee should work with property owners to discuss the implementation of a system that requires mitigation measures as a condition for the issuance of conditional use permits and variances for development within the shoreland impact zone and/or other sensitive areas as determined by the Township. The ORC should consult the St. Louis County Water Plan and County Wetland Plan as they move forward in

this process.

- Meet with lakeowners associations to determine key issues.
- Write up a brief lake plan that would address concerns through mitigation.

4. Canosia Township will research innovative techniques in subdivision design based upon design principles for rural communities. When necessary, the Township will coordinate with St. Louis County on implementation of these principles.

- Create a policy document that outlines suggestions for changes in the St. Louis County Subdivision Ordinance.
- Assist as St. Louis County reworks Subdivision and Planned Unit Development standards.

Arrowhead Regional Development Commission Staff will assist Canosia in these tasks and present their oral and written recommendations at public hearings before the Canosia Planning Commission and Town Board.

Lake Superior Regional Water Committee Budget

A letter has been sent to several communities in reference to financial contribution for the Duluth Urbanized Area Growth Impact Study. At the October 16, 2002 meeting of the Lake Superior Regional Water Committee, it was determined that efforts first be placed on the importance of examining growth issues before pursuing the extension of water infrastructure. Canosia Township Town Board has approved the contribution of \$3,000 to participate in the growth study as a partner with Arrowhead Regional Development Commission/Metropolitan Interstate Committee (ARDC/MIC), City of Duluth, St. Louis County, Hermantown, Proctor, Rice Lake Township, and WLSSD. The Lake Superior Regional Water Committee is requesting a \$15,000 contribution from the City of Duluth and St. Louis County. The ARDC/MIC has contributed \$15,000, which is included in the 2003 Work Program. The total cost of the project is \$60,000.

The scope of work outlining the tasks for this project is outlined on page 5.

ARDC/MIC will be coordinating a steering committee for this study and will have representatives from each agency who are able to make policy decisions. The meetings will be on a bi-monthly basis and will help guide staff throughout the study. The first meeting will take place in March after initial background research and data collection has begun.

Duluth Urbanized Area Growth Impact Study

Background:

According to a report released by the Water Infrastructure Network, America's water and wastewater systems will need an additional \$20 billion a year investment over the next 20 years to replace aging and failing infrastructure to comply with national environmental and public health priorities in the Clean Water Act and Safe Drinking Water Act. Currently, the water and sewer infrastructure in the Duluth area is aging and in need of many upgrades. The sewer system has well documented problems that are currently being addressed. The water system (much of it developed prior to World War II) is also in need of upgrades. Duluth's geography as a long spread out city, as well as its challenging topography, has added to the difficulties in maintaining and upgrading water and sewer systems. On top of these issues, growth in communities surrounding Duluth has increased the demand for water and sewer service.

A group of local stakeholders met on July 23, 2002 to discuss the issues surrounding the extension of water service to areas that currently do not receive water service. Areas of concern identified during this meeting included problems with wells in the Canosia Township area, providing a reliable water source to the new Public Works Joint Use Facility on Midway Road and Highway 53, and providing water pressure necessary at the Duluth Airport to support continued growth of the aviation industry. It was the consensus of attendees that a regional planning approach be undertaken to plan for future water expansions. The attendees also identified the Metropolitan Interstate Committee and Arrowhead Regional Development Commission as the planning agencies best suited to facilitate this planning effort.

Extensions of water and other utilities can create unintended impacts upon communities. Growth impacts spawned by utility extensions should be examined in order that utility services are provided to area residents in the most efficient cost-effective manner. Almost all of the area jurisdictions and agencies have recently completed or are in the process of completing Comprehensive Plans. These documents are designed to identify areas for future growth and what public services will be provided. Comprehensive Plans are a tool used to manage growth in a manner that is most beneficial to the community. These plans identify what is desirable for each jurisdiction but may not address growth on a regional level. To address growth on a regional level, a growth impact study should be conducted that takes into account the long-term visions of all area communities.

Proposal:

The question of "where should" water lines (and other infrastructure) be built should be answered before "how to" expand the water system (and other infrastructure). The proposal is for a growth impact study to be

(Continued on page 5)

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done that will examine growth issues connected with expanded utilities. This study will look at how growth management can protect taxpayers, help local governments plan for public facilities, when and where they're needed, distribute facility costs according to burdens imposed and benefits received, and protect local and regional economic bases.

After completion of this study, more detailed utility studies can take place that will address "how to" serve growth areas. This would include a feasibility study of the current water system. It could also include any implementation of WLSSD's Comprehensive Plan. An infrastructure study could commence upon completion of the growth impact study and with acquisition of a funding source.

Work Tasks of Growth Impact Study

Timeline: January 2003 - September 2003

1. Background Research
 - Look at other growth management plans
 - Look at past utility extension studies and other similar projects
 - Examine all Comprehensive Plans from stakeholder jurisdictions
 - Examine Purposes of Growth Management
2. Organize Steering Committee
3. Public Involvement
 - Survey Public to Determine Growth Preferences - Written, Phone, or Interactive Preference Surveys
 - Public Meetings
4. Inventory Current Infrastructure Systems and Services
 - Water
 - Sewer
 - Natural Gas
 - Roads
5. Inventory Existing Land Use and Zoning
6. Examine Areas Best Suited for Growth - Development Suitability Analysis
 - Residential
 - Commercial
 - Industrial/Manufacturing
7. Identify Infrastructure Needs to Accommodate Future Growth
 - Water
 - Sewer
 - Natural Gas
 - Roads
8. Policy Recommendations

Midway Road Project Submitted to Congressman Oberstar for TEA-21

8th District Representative James L. Oberstar requested Townships submit highway and transit proposals for consideration by the Transportation and Infrastructure Committee. Congress is ready to reauthorize the Transportation Equity Act for the 21st Century (TEA-21). Midway Rd was submitted:

The Midway Road Project will add 2.0 miles of bike/pedestrian trails adjacent to the Midway Road (County Road #530) in Canosia Township from the North Pike Lake Road (County State Aid Highway 9) to Kehtel Road. Six-foot bituminous shoulders and 1-1/2 foot gravel shoulders on the east and west sides of C.R. #530 abutting the existing roadway surface will be added. This project will extend the bike trail system to safely connect the residents in this part of the township to recreational & public facilities and the other existing bike trails

The residents on the east half of Caribou Lake and the surrounding area, which are in Canosia and Grand Lake Townships, depend on the Midway Road as the only access to their homes. This same road also serves as the only access to three major gravel pits, which results in a significant amount of truck traffic on the road. These gravel pits contain a 50-100 year supply of gravel for the County and local contractors. Major amounts of gravel will be hauled down the Midway Road for the foreseeable future. When gravel trucks are hauling from these pits it is not uncommon for the trucks to only be minutes apart on the road. The existing section to Midway Road has narrow to nonexistent shoulders which inhibit the safe passage of vehicles and pedestrians or bikes at the same time. The project will provide a safe and appealing zone for pedestrians and bikers. The project will connect the Caribou Lake area residents with the recreational area, the Pike Lake Elementary School, the swimming beach, the town hall and the existing bike system. An existing 10-mile trail system runs along the Martin Road, the LaVaque Road and the portion of the Midway Road leading into the business district.

The Canosia Township Recreational Area and Pike Lake are utilized annually for a Triathlon. This event attracts about 400 entrants from all parts of the State and has been very fun, exciting and successful. Portions of the existing bike trail system are used as the route for the biking and running events. The improvement will add a pedestrian/bike path along this section of road and will provide area residents a much-needed opportunity to use the road for recreational and alternative transportation purposes.

The need for this project was identified in the Canosia Township Comprehensive Land Use Plan (update 2002). The Arrowhead Regional Development Commission prepared this plan in cooperation with the Canosia Township Comprehensive Plan Working Group, the Planning and Zoning Commission and the Town Board. It was adopted in December 2002 and the Township was committed to "pursue efforts to minimize and control" the impact of growing truck traffic and congestion on this section of the Midway Road to insure "pedestrian safety".

At the six public hearings conducted in the past six years, to permit the use of the gravel pits in this area, residents expressed

(Continued on page 6)

WLSSD's Position On Caribou Lake Alternative Wastewater Solutions

From Kurt Soderberg, WLSSD Executive Director to Township Officials and CLAWS Committee Members:

As you are aware, recent changes in State and County regulations have forced the need to develop long-term solutions to existing problems throughout the region with individual sewage treatment systems. The area surrounding Caribou Lake is faced with a situation where many of the existing on-site systems are non-compliant and in need of replacement or updating. The Caribou Lake Area Wastewater Committee has been working over the winter months with a consulting firm to evaluate alternative solutions. We realize this has not been a simple task, considering the many options and associated challenges presented by each. Obviously your goal throughout this process has been to find an affordable solution which offers the best long-term protection for the water quality of Caribou Lake. We appreciate the opportunity for the District to support this planning effort and contribute to the process.

We would like to offer the following comments to the options presented to the Caribou Lake Committee on the evening of February 14, 2003:

◆ **Alternative 1 — Holding tanks.**

While technically feasible, this option is neither sustainable nor affordable over the long term. We recommend that the committee not consider this alternative as a reasonable solution for the entire planning area.

◆ **Alternative 2 — Replace Onsite systems; provide a collection system, pumped to WLSSD via pressure sewer system.**

At this time we tend to not favor (but don't rule out) a local collection system and pressure pipeline connecting to the WLSSD's regional system for several reasons:

- Given the relatively small population area and the very high per resident costs, we believe that more work needs to be done to consider options short of a plan to sewer the entire planning area.
- The Committee is considering two alternative routes to connect to the WLSSD system, one along Martin Road and the other along Hwy 53.

→ If a route down the Martin Road is selected, we can not guarantee that capacity can be available in the WLSSD's Hermantown Interceptor where the Duluth trunk sewer enters the WLSSD system east of Haines Road. We would need to evaluate the short and long term capacity and determine when we could be in a position to accept this additional flow. This capacity evaluation process is underway and will be relatively complete within the next four months.

In the mid 1990's we worked with the City of Duluth to ensure that adequate sewer capacity existed under the runways of the airport when constructing the Northwest Airlines maintenance facility for a future Canosia and/or Rice Lake Township customer, but neither entity has evaluated the system in adequate detail to determine what level of flow might be accommodated by downstream sewers.

→ If a route down Highway 53 through the PLAWCS's system is selected, there are capacity limitations that will not be resolved for at least three years, perhaps as long as six or seven more years depending upon future sewer construction projects by WLSSD and the City of Hermantown. Additionally, when the superfund site pump station was acquired by WLSSD in 1999, Hermantown accepted a limitation on its development along the Highway 53 corridor. Our first obligation is to provide additional capacity to Hermantown for its development and secondly to provide normal planned build out capacity for the Pike Lake area. Expansion to Caribou Lake could only occur after those initial needs are met. What capacity is provided and to whom is solely at the discretion of WLSSD.

link with the Hermantown trunk sewer may not be viable for years beyond the original planned time frame because of slower growth in Hermantown or due to capital priorities in other portions of the District.

◆ **Alternative 3 - Replace Onsite systems, provide a collection system, and pump to a new local treatment facility with a subsurface discharge. Includes managed onsite systems on west Birch Point Road and Midway Road.**

We tend to favor this option at this time, but that's only a preference and not a decision by the Bd. Several decisions must be made through our Master Planning process to see if this preference is viable.

- This option could be much more attractive to the Township officials and local residents if WLSSD assumed more of a leadership role by operating the treatment system with a fee charged to the users like we do with the wastewater today at our regional facility. Moreover, the District is also discussing its potential involvement in the development of programs involving "managed ISTS systems". These options are being considered within our Master planning process, but a decision has and will not be made for approximately four months.

We understand that the Committee and the Townships may elect to proceed and submit a Facility Plan to meet the March 3rd deadline established by the Public Facilities Authority (PFA). Given current information we have regarding the impacts of this project on our facilities, District staff would not be in a position to adequately respond to potential requests by the MPCA or PFA for a technical review for approximately four months. Also, completion of our Master Planning process and the assessment of needs on a District-wide basis may influence our position regarding a recommended solution for the Caribou Lake area. A draft of our plan recommendation will be available shortly, but the final approval of the plan is not expected until after public comments have been evaluated and factored into the final plan.

As you continue in this effort, please be assured that we will continue to provide the technical and administrative support to the Committee to insure development of a locally acceptable solution.

Federal Funds Requested for Midway Road

(Continued from page 5)

their concerns that pedestrians and bikers could not safely use this section of roadway. Because of this overwhelming public desire to find a solution to this problem, the Canosia Planning and Zoning Commission has been working with St. Louis County for over 5 years to find a way to make this project a reality. The public feedback on providing a safe zone for bike and pedestrian traffic along this section has been very positive and supportive.

The recent edition of the Town of Canosia Newsletter, which is mailed to all the residents of Canosia Township and some of the Grand Lake residents, reviewed the proposed Bike Trail project and notified everyone of a preliminary project meeting held on December 21, 1999. This public meeting reviewed the feasibility and funding of the project and provided another excellent opportunity for public input and feedback.

The bike trail system in Canosia Township consists of a number of County State Aid Highways which have shoulders wide enough to provide areas for pedestrians and bicycles. There are approximately 10 miles of shoulders that lie along the LaVaque, Martin, and Midway Roads. This 2 mile addition to the bikeway system will provide a means for many area residents to access the recreational facilities and business district by walking or biking.

Calendar of Events

(Canosia Town Hall unless noted)
 (* = change from regular schedule)

March 2003:

- 5th** Regular Town Meeting 7:00 PM
- 6th** Mn Assoc Twp - Dist 10 7:30 PM
Mtg - Rice Lake Town Hall
- 11th** Annual Town Elections 12-8 PM
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- 12th** Town Bd-Christenson Rd 7:00 PM
- 12th** Planning and Zoning 7:00 PM
- 18th** City-Townships-Schools 7:00 PM
ACTS) - Canosia Town Hall
- 20th** Duluth Area Townships 7:30 PM
Rice Lake Town Hall
- 24th** PLAWCS Board Mtg 7:30 PM
- 26th** SLC Township Officers 7:30 PM
Cotton Town Hall

April 2003:

- 1st** Bd-Appeal & Equalization 6:00 PM
- 2nd** Regular Town Meeting 7:00 PM
- 4th** Mn Assoc Twp - Short 9:00 AM
Course - Eveleth Inn, MN
- 9th** Planning and Zoning 7:00 PM
- 23rd** SLC Township Officers 7:30 PM
Cotton Town Hall
- 28th** PLAWCS Board Mtg 7:30 PM

May 2003:

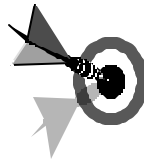
- 7th** Regular Town Meeting 7:00 PM
- 14th** Planning and Zoning 7:00 PM
- 15th** Airport Zoning Meeting 3:00 PM
Duluth International Apt.
- 19th*** PLAWCS Board Mtg 7:30 PM
- 28th** SLC Township Officers 7:30 PM
Embarrass Town Hall

Recycling Center Items

- ◇ Glass Bottles and Jars (Food Grade)
(Clean - Clear, Brown, and Green)
- ◇ Plastic Containers (Food Grade)
(Clean - Number 1 and 2)
- ◇ Food Cans (Clean: No Oil or Paint cans)
- ◇ Newspapers
- ◇ Magazines
- ◇ Junk Mail - Office Paper - Phone Books
- ◇ Corrugated Cardboard + Pop, Beer & Cereal Boxes
- * **Legal Note: If the recycling center is closed, or no attendant is on duty... DO NOT leave your recycled materials.**
- ⇒ Aluminum cans can be recycled at Paulson's Super Value

Recycling Center

4896 Midway Road (Next to Town Hall)
 Hours of Operation: (Closed on Holidays)
 Tuesday and Thursday;
 5:00 PM to 9:00 PM
 Saturday; 9:00 AM to 5:00 PM



*Did you Know? *Good Things To Know!!

⇒ **Pike Lake** was recently featured as the "Lake of the Week" in *Outdoor News-The Sportsman's Weekly* newspaper.

⇒ **Planning Commission Personnel** Alan Anderson is Chairperson. Mary Leines retired after 4 years of service. Mary was replaced by Phyllis Snyder. Thanks to all for their willingness to serve Canosia.

⇒ **In 1892, Duluth City Engineer Keating**, after examining the possibility of a supply from Grand Lake, Pike Lake, Rice Lake Cloquet River, and the underground waters of Minnesota Point, advised that the intake be removed to a point about 3/4 mile east of Lester River, "remote from the present contamination by sewage".

⇒ **Minnesota Department of Natural Resources** will reimburse Canosia \$4,119.56 as their share of upgrading the Holly Lane boat landing access for Caribou Lake.

⇒ **WLSSD Solid Waste and Recycling Advisory Committee** sent letters to our Minnesota Senators and Representative asking that funding for state mandated recycling programs not be cut to solve the state's budget problems.

⇒ **Alliance of Cities, Schools & Townships (ACTS)** passed a resolution requesting St. Louis County to secure State legislation for a County wide local option sales tax. The purpose of such tax is to obtain recovery of funding shortfalls caused by State aid reductions in Local Government Aid.

⇒ **Economic Summit: The Aviation Sector** must establish a consortium of aviation-related stakeholders who have the expertise and authority to impact the future of Aviation in our community.

⇒ **Vote... Tuesday, March 11, 2003**

Town Board

Regular Scheduled Meetings: 7 PM
 First Wednesday
 Third Monday of the Month

- Louis Dubla, Chair 729-7453
- Carmen Orman, Supervisor 729-7329
E-mail: carmen@duluth.com
- Russ Georgesen, Supervisor 729-8108
E-mail: rgeorgesen@msn.com
- Julie Sathers, Treasurer 729-7172
E-mail: jsathers@msn.com
- Sue Brooks, Clerk 729-9828

Planning and Zoning

Regular scheduled Meeting: 7 PM
 Second Wednesday of the Month

- Alan Anderson, Chair 729-6182
- Judy & Bill Harrison, Zoning Director
Home: 729-7357 Office: 729-9833

Police Protection

Sheriff Dial 911

Fire Department

Percy Johnson, Chief Dial 911
 Business Meeting: 7 PM
 Second Tuesday of Month
 Training Sessions: 7 PM
 Third & Fourth Tuesday of the Month

Recreation Commission

Mike Ellingson, 729-7428
 Recreation Center Coordinator
 Meet - Third Sunday of the Month 7 PM

Town Hall

4896 Midway Road
 729-6211 Voice/FAX: 729-9833
 E-mail: canosia@cpinternet.com

PLAWCS Office

4896 Midway Road (In Town Hall)
 Paula Ludwig-Danyluk, Office Manager
 Voice: 729-9007 Fax: 729-9447
 E-Mail: plawcs@cpinternet.com
 Hours As Needed — Voice Mail: Daily
 Call and Leave Message or to
 Schedule an Appointment

Sewer Service Hotline 1-800-961-9525

Cable TV (CS²)

1-800-247-1566

Official Posting Places for Canosia Township:

Town Hall, Paulson's Super Value
 LaVaque Road - "Park and Ride Lot"

Caribou Lake Facility Plan Presented by Ayres Consulting

Ayres Associate presentation: The planning process began by defining the planning area, determine the wastewater sources and forecast the flows and loading. Other issues were to identify limiting geological features, screen the possible collection and treatment options then develop and evaluate those feasible options. Then recommend an alternative and estimate annual cost per Equivalent Dwelling Unit (EDU).

20-Year Wastewater Flow Projections are:

- Average Daily Dry Weather Flow 57,300 gallon per day
- Average Daily Wet Weather Flow 84,100 gallon per day
- Peak Hourly Wet Weather Flow 215,000 gallon per day

Limiting Geological Features are:

- Shallow groundwater
- Small lot sizes

Collection System Option Available are:

- Conventional Gravity Sewer
- Septic Tank Effluent Gravity Sewers
- Vacuum Sewers
- Holding Tanks
- Pressure Sewers (Grinder Pumps or Septic Tank Effluent Pumps)

Feasible Collection System Options:

- Pressure Sewer (Grinder Pumps or Septic tank Effluent Pump)

- Holding Tanks

Treatment Options Available are:

- No Action
- New Onsite Systems
- Connect to Existing Treatment Facility (Western Lake Superior Sanitary District)
- Local Treatment Facility (Stabilization Ponds, Mechanical Plant or Recirculating Sand Filter with Surface water discharge or Subsurface discharge)

Feasible Treatment Options are:

- New onsite systems in some areas
- Treatment at WLSSD
- Local Treatment Facility with subsurface discharge

Alternatives and Costs for Caribou Lake:

⇒ **Alternative 1 - Holding Tanks**

Capital Cost: Annual Cost: Total Net Worth:
\$3,200,000 \$2,160,000 \$24,800,000

⇒ **Alternative 2 - Replace Onsite Systems and Pressure Sewer - Collection to WLSSD**

Capital Cost: Annual Cost: Total Net Worth:
\$11,745,000 \$230,000 \$13,500,000

⇒ **Alternative 3 - Replace Onsite Systems and Pressure Sewer - Collection Local Treatment Facility-Subsurface Discharge**

Capital Cost: Annual Cost: Total Net Worth:
\$9,668,000 \$216,000 \$11,600,000

Non-Monetary Evaluation Factor :

	1	2	3
Constructability	1	3	2
Construction-Related Env. Factors	1	3	2
Long-Term Env. Factors	3	2	1
Reliability	3	1	2
Expansion Potential	<u>2</u>	<u>1</u>	<u>3</u>
Total =	10	10	10

Recommended Alternative:

Alternative 3: Based on lowest opinion of probable costs and non-monetary evaluation and Fundability, (new funding language proposed by the MPCA)

Opinion of Probable Annual Cost per EDU Debt (Per year for 20 year loan)

Debt Service (i=2.5% P=\$9,668,000) = \$619,740
 Equivalent Users = 340

Estimated Charge per User/year **\$1823**

Non-Debt (Per year)

Operation, Maintenance, Repair, and Treatment Costs = \$216,000
 Equivalent Users = 340

Estimated Service Charge per user/year **\$ 636**

Total = \$2459



Town of Canosia Newsletter

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Canosia Town Hall
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Duluth, MN 55811

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Check our website 'search engine' at: www.cpinternet.com/~canosia

A Publication by the Canosia Town Board covering issues pertaining to Town Business. This is not an official document and does not replace official posted notices. *Russ Georges, Editor*