

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** IX. A.

**From:** Debra Mangen  
City Clerk

**Date:** December 18, 2012

**Subject:** CORRESPONDENCE

**Action**   
**Discussion**   
**Information**

**Action Requested:**

Attached is correspondence received since the last Council Meeting.

No action is requested.

Name: Jim Widtfeldt

Organization: The Lanterns Condominiums

Website:

Address\_1: 4075 West 51st Street #101

Address\_2:

City: Edina

State: MN

Zip\_Code: 55424

Email: [j\\_widtfeldt@msn.com](mailto:j_widtfeldt@msn.com)

Phone: 952-920-7178

Referrer: email\_or\_other\_correspondence\_from\_city

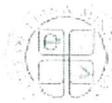
Message: To Mayor Hoveland, Compliments to the Engineering department and all the guys who fixed a water main break at Halifax & 51st Street, Friday morning 12-14-12 (hope you didn't miss your shower when they turned off the water!). We reported it at 11:00 p.m. Thursday night and it was fixed and service restored before 11:a.m. Friday; in less than 12 hours! Please relay our complements and gratitude to the whole crew with our warmest wishes for Happy Holidays. All the residents at The Lanterns

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Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Tuesday, December 11, 2012 8:31 AM  
**Cc:** Susan Howl  
**Subject:** FW: bike lanes



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Teri Whaley [<mailto:teriwhaley@me.com>]  
**Sent:** Tuesday, December 11, 2012 12:05 AM  
**To:** Edina Mail; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); Mary Brindle; [swensonann1@gmail.com](mailto:swensonann1@gmail.com)  
**Cc:** Teri Whaley  
**Subject:** bike lanes

Hello Mayor Hovland and Council Members,

I want you all to know that many neighbors are staying in contact and still strongly oppose the bike lanes that were imposed on us last summer. I know that you have been busy, desperately trying to have your voices heard regarding the airport flight patterns. That Edina was not represented on the committee or included in the process is incredibly frustrating and unfair. That is EXACTLY how the people of my neighborhood feel about these bike lanes!! We have not been a part of the process, we were not represented (just the bikers) and other people have made decisions based on their own interests and biases. I happen to know that none of you live on this new bike lane stretch. Your parking has not been done away with; huge, bright signs are not in your yards; your property values haven't diminished. You don't travel these roads as often as we do. Every other day I observe a near car accident! (or bikers and drivers screaming at each other) It's not just the elderly either. I had my whole family visiting over Thanksgiving and I kept directing people over to Kellogg to park. My older son's friends kept parking on 54th (like they've done forever) and don't understand why they can't park there anymore. Also, we have resented the artificial letters being sent to the Sun Current praising the project. Laura Hemsler has researched these "neighbors" and Bob Aderhold and Bob Fried are members of the Edina Bike Task Force and Transit for Livable Communities. They definitely have conflicts of interest and misrepresented themselves. I can only hope that some glimmers of common sense prevail and we make some changes.

Thank You,  
Teri Whaley

Teri Whaley  
[teri@whaleymn.com](mailto:teri@whaleymn.com)  
[teriwhaley@me.com](mailto:teriwhaley@me.com)

James and Connie Wilde  
4413 Morningside Road  
Edina, MN 55416

December 3, 2012

City of Edina Mayor  
City of Edina Council Members  
City of Edina Planning Commission  
4801 W. 50<sup>th</sup> Street  
Edina, MN 55424

Subject: Acres DuBois

Dear Esteemed City Leader,

We are writing today to express our opposition to the proposed cul-de-sac subdivision, Acres DuBois. Morningside neighborhood has a rich history and is a unique and vibrant urban community. Morningside is not a neighborhood of suburban cul-de-sacs.

Our community is platted on a grid system between 40<sup>th</sup> Street / 44<sup>th</sup> Street / France Ave / Wooddale Ave. The first page of the preliminary plat for Acres DuBois shows a location map with circles around fourteen "cul-de-sacs" in the area, most of which are in St. Louis Park. It is misleading to point to these as precedent for the construction of a cul-de-sac in Morningside. On this map only two sites are even in Morningside, neither of which are cul-de-sacs but rather dead end streets. One site on the map is a dead end at 45<sup>th</sup> Street that gives the community street parking and sidewalk access to Kojetin Park. This is nothing like what is proposed in Acres DuBois.

Connecting streets with sidewalks benefit all community members. We, like many Morningside residents, bought our home here in part because of the sidewalks. Our family loves walking the streets of our community. The preliminary plat for Acres Dubois shows no sidewalk on Littel Street. It does include a partial sidewalk on the west side of the cul-de-sac but this ends in the middle of the circle. Ending the sidewalk creates one-way pedestrian traffic, benefiting only the residents of the cul-de-sac. We urge the Planning Commission to require continuous sidewalks along all roads in the project.

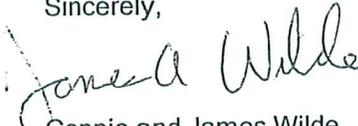
We understand that development is important and inevitable, but as proposed this project displaces a great deal of cost to residents on Morningside Road only to benefit the developer. We will see increased traffic, years of construction and wear and tear on our roads, the cost of which current residents will bear. Our property value and quality of life is being robbed.

This proposal seeks variance exception because three of the new lots do not meet minimum size requirements. The Conforming Concept Plan is reasonable and fits consistently in the grid pattern of the neighborhood. There is no "undue hardship" to the developer.

If the developer is unhappy with the Conforming Concept Plan we implore the city of Edina to work with the developer in creating a proposal that respects the character and culture of Morningside. Could part of this land be incorporated into an expanded park utilizing the city lot on

the corner of Littel and Lynn? Using 45<sup>th</sup> Street or Bridge Street in Country Club as a model, could there be a sidewalk connecting a continuous sidewalk on the proposed cul-de-sac to a new sidewalk on Littel, thus giving all residents greater access to the city lot? There is a tremendous opportunity to create a "legacy" that the developer purports to value while respecting and enhancing the quality of life for all Morningside residents. Please do not approve this plan as submitted.

Sincerely,

  
James A. Wilde  
Connie and James Wilde

  
Connie Wilde

cc: Cary Teague, City of Edina

Mayor Howland,

Thank you for coming to our  
Neighborhood last week. We appreciate  
the thoughtful consideration you  
are giving to the topic of  
development. It was great  
of you to present + listen  
at the Morningside Church.

Regards  
Connie

**From:** Teri LaFrenz [<mailto:teri.lafrenz@gmail.com>]  
**Sent:** Wednesday, December 05, 2012 6:54 PM  
**To:** Edina Mail  
**Cc:** [josh@joshsprague.com](mailto:josh@joshsprague.com)  
**Subject:** Fwd: Neighborhood Naming update - please respond

Dear Neighborhood Naming Committee,

I received Josh Sprague's email update below in regards to the latest draft map for the Neighborhood Naming project. I would love to hear from you in regards to why you've made the decision to include our immediate area (south of 54th, east of France, west of Xerxes, and north of Minnehaha Creek in the "Chowen Park" Boundary in the NE Quadrant?

I've previously sent email communication/comments, along with several of my neighbors who live in the area in regards to our input on the boundaries and names. We have not been contacted by any committee members. Did you canvas our area? I feel that our neighborhood has not been placed in the correct boundary. I feel it has a more natural affiliation with the Minnehaha Woods area vs. Chowen park. The creek, is a natural divider and our lives tend to gravitate towards the community to the West vs South. Concord is our neighborhood school to the West, whereas a portion of the Chowen park boundary is Creek Valley. Please reconsider the boundary for our area.

If the boundary change will not be entertained, we strongly oppose the name Chowen Park; there are 2 parks in this boundary (York and Chowen), so why single out Chowen? Our area more frequently visits York Park. I would propose that you not use the name of a park - in reviewing the city wide map, our section is the only one that has multiple parks within the boundary, where you've selected one of the park names.

As previously communicated via email, I really appreciate of the time and effort you have put into this. Our neighbors have actually had a lot of communication around this subject and we'd love to hear from you.

Thank you,  
Teri LaFrenz  
5400 Abbott Place  
[952-929-1065](tel:952-929-1065)

----- Forwarded message -----

From: **Sprague, Josh** <[joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com)>  
Date: Wed, Dec 5, 2012 at 2:49 PM  
Subject: [Edina411] Council News from Josh Sprague  
To: "[edina411@googlegroups.com](mailto:edina411@googlegroups.com)" <[edina411@googlegroups.com](mailto:edina411@googlegroups.com)>

All:

Here is quick recap from last night's Council meeting:

(1) At our work session, we met with the Name Your Neighborhood committee working on suggested boundaries for voluntary neighborhood associations throughout the city. The map work was a "process" spanning from the Spring until now, with multiple community meetings and fora (both on- and off-line) to receive input. The most important refinements in the maps came from the residents themselves when committee members "canvassed" the areas in person. The final map presents numerically well balanced and manageable areas that are inclusive of historic and geographic ways people associate within them. Please see the attached map. We also briefly reviewed a draft city policy for "recognition" of associations that choose to form within each area. Support for recongnized associations includes free copying (up to 500 copies), free use of park facilities for meetings, a paid-for mailing (upon request) calling for the initial neighborhood organizational meeting, and, most importantly, early, direct city communications with their steering committee/boards on matters affecting their area, from planning to transportation. Staff workshops on various topics will also be offered within the areas, upon request. Finally, to qualify for recognition, associations will have to pass bylaws with some minimum requirements, including an annual meeting, methods of electing officers, and notice provisions to all within the neighborhood boundaries. When the final policy draft comes forward, I will send it along to you all for further comments.

(2) At our Council meeting, we approved the site plan and variances (allowing building to be closer to the street) for Southdale Apartments, a Stuart Company development at the NW corner of 69th St and York Ave (just across 69th from the Westin Hotel & Residences). The project will bring 232 higher end rental units to the Southdale area, creating good synergy for Southdale Mall and the Galleria. The site plan included revisions based on feedback received during the Sketch Plan Review process. The plan calls for one 10 story apartment building, one 6 story apartment building, and one row of townhomes, all centered around an internal courtyard, with intricate landscaping surrounding the walkways and complex. The break-up of the massing in the buildings includes a 1 story drop-off (porte cochere) between the 10 and 6 story building, varied wood paneling and articulated balconies on the facade, undulating landscaping along York and 69th, and a transparent first floor with various indoor and outdoor community spaces. Final review was based on several conditions, the most important of which was an enhanced pedestrian circulation plan, which requires the developer to construct sidewalks from 69th northbound along the west side of York all the way to the new transit station; from York westbound along the north side of 69th to a connection with an existing sidewalk near restaurant row; and, as a final addition by Council, a new north-south landscaped sidewalk from the entry to Southdale just west of the new development north to the newly renovated mall entrance. This final link will establish a strategic north-south connection to Southdale from the Promenade and 70th Street commercial corridor, and allow Westin residents, Southdale Apartment renters, and Galleria shoppers to walk (instead of just drive) directly across to shop and dine at Southdale. Please review the attached 3 page site plan summary for visuals -- on page 3 I marked up the added sidewalk link in purple, and circled in purple the selected Option A connection to the new transit station, which will make for a very nice walking experience for commuters. Further ahead, a transformation of 69th St into something more resembling 70th Street east of France, with multiple roundabouts, a road diet from 4 lanes to 2, and additional landscaping and bike/ped improvements, will be necessary.

(3) At our Council meeting, we held the public hearing for the 2013 budget and the 2013-2017 Capital Improvement Plan, which I sent to you earlier. The levy increase is proposed at a maximum of 2.53%. I still am advocating for a drop to a 1%'ish increase which, in conjunction with previous years, will demonstrate not only good stewardship of resources and an identification of priorities in spending, but will stabilize historic levy rate increases to more manageable levels. See attached chart for an idea of historic volatility in increases.

(4) Coming up: a Council retreat this Saturday to review progress on our 2012 work plan, and to determine new 2013 priorities and objectives; a do-town sponsored walk on Saturday with Council Member Sprague in the Cornelia neighborhood, starting at 2pm at the corner of 72nd and Oaklawn and proceeding south, then west along Gilford, to discuss pedestrian and bike improvements being planned for the area, and to hear from residents directly about what is missing and what they'd like to see happen, all towards the end of creating streets that are safe to cross and walk, offering "places" for people to meet and socialize, linking healthy neighborhoods, and creating new opportunities for active transportation (biking and walking); and, next week, a special Council Meeting to review proposed 2013 road reconstruction projects.

More info to follow -- have a wonderful weekend!

Warmest,

:: js

josh sprague, realtor  
edina city council member  
edina realty 6800 france  
cell 612-501-0252  
<http://joshsprague.com>

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You are subscribed to the Google Group "edina411."

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Visit this group online at <http://groups.google.com/group/edina411?hl=en?hl=en>

**From:** Mark Mironer [<mailto:mmironer@hotmail.com>]

**Sent:** Wednesday, December 05, 2012 3:22 PM

**To:** Edina Mail

**Subject:** Name your neighborhood comments

Hello. I just recently got caught up on the neighborhood discussion, and I have to say I'm disappointed. I live in the sliver of Edina north of 44th and east of Hwy 100 (on Mackey Ave), and I see that we were lumped in with Country Club. CC is such a well-known, self-identified and homogeneous area, it's hard to believe that the concerns of those of us in "Greater Country Club" will be on anyone's mind. Hopefully, I'll be proven wrong, but I suspect that the CC folk will have much interest in hobnobbing with their country cousins. We would have been better off with the Todd Park group, which at least shares more common concerns.

Thanks,

Mark Mironer  
4382 Mackey Ave

Subject:

Subject: 4524 Bruce Avenue-damage to 4522 Bruce Ave.

Dear City Council Members,

In follow-up to my telephone conversation today with Joni Bennett, I am writing to invite you to view in person the damage that has been done to my property this week as a result of the construction project at 4524 Bruce Avenue by JMS Homes. On Monday Dec. 3rd, JMS commenced excavation work, which damaged the gate and fence on the southern border of my property. Their work has also caused the collapse of soil underneath my driveway; thus they have effectively excavated a portion of my property. I have been told by JMS that the soil will be back-filled during the week of Dec. 17th, which is when it is most convenient for JMS to do this repair work. Therefore, my property is left in a state of disrepair until such time as JMS deems it appropriate to take the next steps.

I called the Building department on Monday Dec. 3rd at 3pm and spoke with Judy to file a formal complaint. She indicated that she would mark my issue "urgent." Since I didn't hear from anyone, on Tuesday morning I called the Building department and was directed to Steve Kirchman's voicemail. I then called the department around Noon and spoke with Greg in Building Inspections. Greg came out to my property on Tuesday Dec. 4th around 1:30 to view the damage to my gate, fence and soil below my driveway. At that time Greg asked Dave Miller, JMS's Senior Project Manager, to repair my gate that day so it would be operational, since I have a dog that I regularly let out into the backyard. Unfortunately, the gate was not repaired until this afternoon around 3pm due largely, I presume, to my outreach to Joni Bennett and Mr. Kirchman, whom I understand contacted JMS today about this issue.

I would also like to add that JMS's employees and subcontractors have regularly accessed and used my driveway in order to perform their work. As they attempt to resolve the damage they've created, I feel that I have no choice but to allow them to continue to use my driveway as they attempt to repair my gate, fence and soil under my driveway. I do understand from Mr. Kirchman and Ms. Bennett that I have a right to refuse JMS access to my property, however at this time I do not feel that I can exercise that right if I wish to have my damage repaired.

I wish to bring these issues to the City Council's attention because:

- over the next few days I would like to invite you, at your convenience, to walk onto my property and around the construction site to view the damage to my gate, fence and soil beneath my driveway. Please feel free to walk onto my property whether we are home or not. You do not need to ring the doorbell unless you'd like to say "hello."
- to discuss as a City Council how this sort of issue might be prevented in the future. (It seemed to me that JMS was in reaction mode beginning Monday afternoon once they realized the damage they were creating, as opposed to having a pro-active, sound plan in place to prevent this sort of damage from occurring in the first place.)
- to illustrate the types of issues that homeowners like my husband and I encounter when new construction projects occur on tight, 50ft. lots like ours (this includes both the property damage they've caused and the fact that they are regularly accessing our property)
- to underscore the lack of a clear process flow for homeowners like us who find their home being damaged, but are unclear as to how to immediately prevent further damage (in this case, JMS continued excavating and damaging my property on Monday despite my voicing of concerns when I first noticed these issues around 2:30 pm). It is important that residents are clear with regard to which City officials have authority and responsibility for stepping in on issues like this and there could be better clarity regarding the appropriate timeframe for response.

Thank you for your consideration of these important matters. I hope your care and attention to this matter may help resolve the issues at my property and prevent such future issues for other Edina residents.

Sincerely,

Ann and Erik Wordelman  
4522 Bruce Avenue  
Edina MN 55424  
h: 952-922-9232

**From:** Born, David [<mailto:BornD@stifel.com>]  
**Sent:** Friday, December 07, 2012 4:26 PM  
**To:** Edina Mail  
**Subject:** 4701 Hibiscus Ave boulevard concern for Lake Edina Reconstruction Project

To City Council and Engineering,

I am very concerned about the proposed shape of the boulevard in front of my house on 4701 Hibiscus Ave.

Please review the proposed shape of the reconfiguration of Hibiscus Ave and West Shore Drive for the Lake Edina Neighborhood Roadway Reconstruction project. An illustration is listed on page 12 of the November 14 Feasibility Study. My main concern is that the boulevard in front of our house may not be curved. It looks like it will be straight for part and then curved for part. I think our yard would look nicer and the intersection would look nicer if the full curve is kept. Please look at the location of our house on the lot. I am concerned it will look odd if it is not kept fully curved. Also, our address is 4701 Hibiscus; stopping the curve short may make our house appear that it is on West Shore Drive.

My neighbor brought up the idea of reducing the size of the pavement on the intersection. I agreed and brought up the idea when I mailed back the questionnaire. (Our main thought was that it would look nicer if there was less pavement.) I think extending the corner of the 7401 West Shore lot is fine. My main/only concern is the shape of the boulevard on the edge of my lot. Curved roads look much nicer than straight roads. Because the road is already curved, I'm hoping the full curve can be kept.

Please consider my concern. I invite you to call (612-455-5522) or email me. I will be at the meeting on December 11<sup>th</sup>.

Thank you for your work,

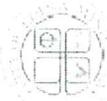
Dave and Margie Born

4701 Hibiscus Ave.

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Friday, December 07, 2012 8:20 AM  
**Cc:** Susan Howl  
**Subject:** FW: Environment Minnesota Wind Coalition Letter  
**Attachments:** 6signed letter.doc



**Lynette Biunno, Receptionist**

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lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

**From:** Maria A. Herd [<mailto:mherd01@hamlineuniversity.edu>]  
**Sent:** Thursday, December 06, 2012 8:54 PM  
**To:** Edina Mail  
**Subject:** Environment Minnesota Wind Coalition Letter

Hi Mayor Hovland,

Per your request I am re-sending our wind coalition letter and e-mail to local leaders. Thank you for your time and consideration on this issue!

**I'm emailing now to ask you to join other local leaders from across Minnesota who are calling on Congress to renew critical clean energy tax credits.**

As you already know, clean energy is an important part of what's powering Minnesota, providing pollution-free energy and thousands of jobs. Minnesota currently gets nearly 13 percent of its electricity from wind power, a growing industry that employs over 2,000 people across the state.

Minnesota has become a leader on clean energy because of our state renewable energy standard and a set of federal incentives that support wind power. And there's more progress to be made. Minnesota's wind resource could provide nearly 25 times the electricity our state currently uses, according to the National Renewable Energy Lab.

Unfortunately, critical clean energy tax credits called the Production Tax Credit (PTC) and the Investment Tax Credit (ITC) will expire at the end of this year unless Congress acts.

Environment Minnesota is calling on Congress to extend these critical incentives for clean energy. I'm asking you to join us and other local leaders in standing up for clean energy. As an influential leader in our state, your support would go a long way. You can support this effort by adding your name to our letter urging Congress to extend the PTC and the ITC. (Please see the attached letter).

Thank you for supporting clean energy. Please respond to this e-mail or give me a call if you would like to add your name to the list of signers. Let me know if you have any questions, would like additional information, or if there's any other assistance I can provide. You can reach me at 707-208-5091 and [mherd01@hamlineuniversity.edu](mailto:mherd01@hamlineuniversity.edu).

Sincerely,  
Maria Herd  
Outreach Coordinator & Intern  
Environment Minnesota  
Hamline University student

Dear Member of Congress,

The undersigned state elected officials, leaders, and organizations, on behalf of our members and activists in Minnesota urge you to support extending the renewable energy production tax credit (PTC) and the offshore wind investment tax credit (ITC) as soon as possible to reduce our dependence on coal and oil and create a cleaner future for Minnesotans. Clean energy, including wind power, is a growing part of our state's energy mix – creating pollution-free energy and local jobs. These tax credits, which are due to expire at the end of the year, must not be held hostage by Congressional gridlock.

Currently, Minnesota gets nearly 13 percent of its electricity from wind power, a growing industry that employs 2,000 to 3,000 people across the state. With our state renewable energy standard and federal incentives, we have been able to attract wind energy manufacturing and create new jobs. In 2011, we were fourth in the country for the percentage of our electricity that comes from wind.

With states like Minnesota leading the way, wind power is a true American success story. Wind now powers nearly 13 million homes nationwide, including 770,000 in Minnesota. We have doubled wind capacity in the United States in just the past four years, and that means we are avoiding as much carbon pollution as taking 14 million cars off the road and saving 30 billion gallons of water each year.

And there's more progress to be made. Minnesota's wind resource could provide nearly 25 times the electricity our state currently uses, according to the National Renewable Energy Lab. Continued federal support for clean energy will allow us to tap into the true potential to repower Minnesota's economy with clean energy. This will mean more jobs across the state in manufacturing, and a future with cleaner air, cleaner water, and better energy security.

Wind is on its way to being cost-competitive with traditional energy sources; the price of wind has dropped 90 percent since 1980. And the jobs are staying here. Nearly 70 percent of a wind turbine's value is now produced in the United States, up from 25 percent in 2005.

In addition, we are on the cusp of seeing the first offshore wind farms off our coasts. Along the Atlantic coast alone, reaching the Department of Energy's (DOE) goal of 54 gigawatts of offshore wind power would reduce carbon pollution by the equivalent of taking roughly 18 million cars off the road. Meeting this benchmark would also generate \$200 billion in new economic activity while creating more than 43,000 permanent, high-paying jobs in manufacturing, construction, engineering, operations, and maintenance, according to the National Renewable Energy Laboratory.

Extending the PTC and ITC are critical for the continued growth and success of wind power in America and in Minnesota; if these policies are allowed to expire at the end of this year, we could lose an estimated 37,000 American wind jobs and hard-won momentum on clean energy. Wind power is growing local economies, adding jobs, and creating a cleaner future for Minnesotans – and we should invest in its success.

Please work to extend the PTC and the offshore wind ITC as soon as possible to ensure a cleaner, healthier future for Minnesotans.

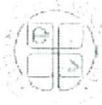
Sincerely,

Mayor Don Ness Duluth	Councilor Jake Spano St. Louis Park
Councilor Amy Brendmoen St. Paul	Councilor Kathy Lantry St. Paul
Councilor Christ Tolbert St. Paul	Councilor Dan Bostrom St. Paul
Councilor David Thune St. Paul	Councilor Melvin Carter St. Paul
Councilor Russ Stark St. Paul	Councilor Ellen Kehr Albert Lea
Commissioner Gail Dorfman Hennepin County	Representative Melissa Hortman District 47b
Commissioner Steve O'Neil St. Louis County	Commissioner Steve Raukar St. Louis County
Commissioner Frank Jewell St. Louis County	Councilor Charlie Hurd Mankato
Councilor Jim Thompson M.B. Bemidji	Representative Kate Knuth District 50b
Councilor Sonja Berg St. Cloud	Representative Mindy Greiling District 54a
Mayor Tim Hultmann Long Lake	Councilor Josh Sprague Edina
Councilor Melissa Martinson Medina	Councilor Karen Jaeger Maple Grove

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Thursday, December 06, 2012 3:54 PM  
**Cc:** Susan Howl  
**Subject:** FW: Lake Edina sidewalk project.



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

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**From:** Gary Freie [<mailto:gary.freie@vomela.com>]  
**Sent:** Thursday, December 06, 2012 3:24 PM  
**To:** [jhovland@krausehovland.com](mailto:jhovland@krausehovland.com); [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); [mbrindle@comcast.net](mailto:mbrindle@comcast.net); [mail@EdinaMN.gov](mailto:mail@EdinaMN.gov); [swensonann1@gmail.com](mailto:swensonann1@gmail.com); [sneal@EdinaMN.gov](mailto:sneal@EdinaMN.gov); [edinamail@ci.edina.mn.us](mailto:edinamail@ci.edina.mn.us)  
**Cc:** [whoule@EdinaMN.gov](mailto:whoule@EdinaMN.gov); [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov); Brian MacNamara  
**Subject:** Lake Edina sidewalk project.

Council Members,

The whole city is getting upset with the latest unsafe bike lanes that were painted in and now sidewalks walks are being pushed on us and making it our reasonability to take care of them. As Council members representing us, all of you need to look how this current Lake Edina Neighborhood sidewalk plan is flawed. Crossing 9 streets with 18 curb cuts for handicap access , several fire hydrants, several telephone poles and cement fence and a 1/4 of a mile of curb and storm drains that have to be moved. You are also risking the beautiful mature trees that line Nordmandale Rd. by cutting into the roots, they might make or they might die but once there dead they are dead and it be our loss not yours.

If a sidewalk is pushed on us, a far less costly and less impact on the neighborhood is to have the sidewalk project on the west side of Nordmondale Rd. and the south side of hibiscus. There is only one street with 2 curb cuts, no fire hydrants, one light pole, no cement fence and only a small section of the incoming S curve on Normandale Rd. would have to be reconstructed away from the wall. This is a far cheaper and far safer option.

In the end as the neighborhood pole says our and I repeat our neighborhood does not want sidewalks. Remember we are the ones living here.

Thanks  
Gary & Julie Freie  
4921 trillium Lane  
Edina, MN 55435

To: Edina Mayor Hovland and City Councilmembers  
From: Mary McDonald, 6216 Belmore Lane, 952-938-2215

## ***Why Edina's method of assessing residents for road reconstruction needs to be changed***

### **EVERY EDINA RESIDENT BENEFITS FROM ROAD RECONSTRUCTION BUT MANY DO NOT PAY FOR IT**

Edina's standards for maintenance of public property are at least as high as those of any other city in the metropolitan area - and higher in many cases. As a result, there is an aesthetic component to the appeal Edina has for potential residents. Edina has a reputation for being neat, clean, well-maintained, well-managed, a pleasant and beautiful place to live, a city with higher property values. Every Edina resident enjoys these advantages, and so should pay a fair share towards the cost of keeping Edina's infrastructure in good condition.

Specifically, the streets in Edina are maintained to a high standard, not just to make them passable but also to ensure cars are not damaged, safety is maximized, and Edina's special quality is preserved. However, these attractive and costly roadways are reconstructed only once every 40 or 50 years - and are paid for by the unlucky homeowners who happen to occupy the adjacent homes at the time of reconstruction.

The basic benefit of a road is its utility - it can be used to travel somewhere. It's pretty much guaranteed that the homeowners who pay the assessments - except those rare few who live in the same house for 50 years - will not get 50 years worth of utility from the road for which they paid. Subsequent homeowners - not assessed - will enjoy a road for which they did not pay because of the timing of their sojourn in Edina.

An example of this is my own parents. They built their house in Edina in 1974, and owned it until 2009. During those 35 years they never paid anything towards road reconstruction.

### **UNCERTAINTY DISCOURAGES NEW RESIDENTS AND PLAGUES CURRENT RESIDENTS**

Edina's current policy produces a wide range of assessments. These amounts vary from reasonable to expensive (\$3,500 to \$20,000 in the list below). This would not be so bad if there was a way to predict which Edina neighborhoods would be assessed which amounts. Then potential new residents could pick a neighborhood whose future assessments they could afford. And current residents could include in their budgets money to be saved for future assessments.

But there doesn't seem to be any way to foretell future assessments for the various parts of Edina. It isn't the areas with curvy roads and palatial

homes on large lots that always get assessed the higher amounts. Witness the Belmore and Maloney neighborhoods with average homes on straight streets whose assessment is a very high one.

Probably all Edina residents assessed the lowest amounts can find the funds to make the payments without much difficulty. But for the majority of the residents assessed the higher amounts, the size of the assessment is a big surprise. These residents have earmarked their savings for retirement, their children's education, financial security, etc., not to be sidetracked to pay an abnormally large assessment, abnormal because there seems to be little correlation between the value of a home - and thus the homeowner's ability to pay these unexpectedly high expenses - and the assessment assigned to it. This big surprise is especially galling because the next several owners of a residence will reap the benefits of that improved road without having to pay anything for it, without having to cut into their savings and cut back on their aspirations to pay for it.

Any family considering moving to Edina - especially those with children - would be greatly discouraged by the uncertainty of the assessment amount, and by the certainty that some past assessments have been so large they consumed several years' savings. The recent publicity in the Star Tribune about the high assessments in Edina has of course spread the word to one and all.

Many cities in the metro area have assessment policies that are not such a burden on residents, because all of their residents share the responsibility for maintaining the roads, and because all of their residents know within a reasonable tolerance what future assessments might be. In Edina, the truly prudent residents have to budget for the worst-case scenario, which might be to either take \$20,000 out of savings or take out a loan. But I suspect that, before the Star Tribune publicity, many Edina residents were not saving for such a contingency because they did not know assessments might be so large.

## INJUSTICE

The current method of charging residents for road repair is unjust in at least the following ways.

First, wealthy people do not build their homes on busy streets nor buy houses on busy streets. Wealthy Edina residents choose secluded neighborhoods on streets with little traffic. Their roads seldom need replacing.

Houses on the busiest streets are owned by the less prosperous residents of Edina. Under the current system, the less prosperous residents of Edina - who can least afford it - are paying for streets that:

- need reconstruction more often because busier streets wear out faster
- cost more to fix than other streets due to their larger size
- all residents use

while the wealthy -who can afford it- are contributing nothing to these repairs.

Second, consider the allocation of fixed costs. In a larger neighborhood the fixed costs of reconstruction are charged to many households. In a smaller neighborhood, the fixed costs are charged to a few households.

Third, at this time in history, the cost of petroleum has shot up, and, as a result, so has the cost of asphalt. This increases the cost of reconstructing roadbeds with asphalt. This may be a temporary increase since the price of petroleum can be lowered by opening up new areas to oil exploration, which may or may not happen. In the meantime, current assessments are calculated with paving materials derived from more expensive petroleum - this is unavoidable - whereas, if oil gets cheaper in a few years, future calculations for the same work may yield significantly smaller assessment amounts.

Fourth, a new road in front of a house makes that home more appealing to potential buyers. However, if one road costs a homeowner \$16,000 and another road costs a different homeowner \$8,000, the \$16,000 road is not twice as appealing as the \$8,000 road.

Also, any fresh roads in a city make that whole city more appealing to potential home buyers: if a city is known for well-maintained roads, this has a positive effect on all residents' homes. The homeowner who pays \$16,000 is contributing twice as much to the well-being of the community as the homeowner who pays \$8,000, but gets no greater return.

Fifth, the City has justified allocating the cost of sidewalks, street lights, etc. among all residents. Such improvements are a boon to all residents because they make Edina a desirable place to live, both for residents and potential home buyers.

However, the City has not justified allocating the cost of roads among all residents, even though nice roads also make Edina a desirable place to live - and are much more important than street lights and sidewalks in accomplishing this.

Some might say that the main beneficiary of an improved road is the resident whose home abuts that road - and that other residents might object to paying for roads they never travel. However, residents aren't fretting over paying for everyone's street lights and sidewalks.

One resident or neighborhood may benefit from infrastructure improvements to a greater degree than others or in a different way, but all Edina residents still benefit from the overall good condition of the City's infrastructure. Thus residents will not mind paying for roads they don't travel.

## **WHY NOT A RESERVE FUND?**

The initial paving of Edina's roads occurred mainly in the early 1960s. After World War II, there was an upsurge in housing development in suburbs, including Edina. It was common for homeowners in new developments to pay

for the initial installations of roads and utilities. Homeowners saw this as simply part of the cost of acquiring a nice home in the suburbs.

Some towns had not anticipated this exodus to the suburbs and thus had no money set aside for this new infrastructure. Other towns did expect such growth, but certainly did not see it coming 40 or 50 years before; although they may have been accumulating funds since the war, that would not have been enough time to bank enough cash to cover the cost of the installations. So, in either case, in those times, suburban cities had not had enough time to collect a reserve and thus had to assess their then residents heavily for the costs of the new roads and utilities in their respective neighborhoods.

In the years since the 1960s, prescient Edina officials could have set up a reserve fund for future road reconstruction, collecting funds from all residents in a fair system that would not burden people living in Edina at one point in time with costs that should be borne by people living in Edina at all points in time.

We probably won't know why they didn't set up a reserve. Maybe such a fund was not legal. Maybe the assessments in the 1960s weren't such a burden to residents and officials assumed this would be the case in the future. But today there are tighter government regulations and more expensive but more effective technologies, both of which may add significantly to the cost of construction and thus to the size of assessments.

In any case, now, many of Edina's roads need reconstruction all at the same time. And, without a reserve fund, this work is again being financed by large assessments against homeowners - the same as in the 1960s, except that city officials in the 1960s had little choice but to assess residents heavily.

There's a pattern here: 1) assess specific homeowners highly variable sums for all costs of road construction; 2) don't risk irking those assessed homeowners by also requiring annual contributions to a reserve fund for reconstruction; 3) over the years, many residents come and go, leaving before they contribute anything to the repair of the roads they've used; 4) roads deteriorate over decades; 5) repeat.

Let's not do this anymore. Time is on the City's side. For example, the City could collect a modest sum from each homeowner every year and a less modest sum from each business owner every year - and put the proceeds into an unassailable reserve fund. Such a fund may not cover the total cost of future road reconstructions but will certainly make any assessments much more fair and acceptable to the people residing in Edina at that time. These people will be grateful they alone were not saddled with assessments to rectify the damage of several decades of road traffic.

How to make this fair for residents already burdened with assessments? Immediately reverse their remaining assessments. Don't charge them the reserve fund fee for enough years to make up for their previous payments of the assessment. For the first years, charge a higher reserve fund fee to the never-assessed households to cover the charges remaining on those reversed assessments. I'm sure there are other ways to make this fairer - although the

possibility of contributions from former Edina residents who were never assessed is a lost opportunity and can't be corrected.

The current lack of a reserve fund only exacerbates the injustice of laying the cost of any road on a small group of residents. There is an unfair "luck" element involved here: the residents who just happen to live adjacent to a road that needs reconstruction and who just happen to live in Edina when the road needs reconstruction and when the price of paving materials has shot up are "the unlucky ones". Those who left Edina just before the assessment was considered or whose roads were reconstructed a few years ago at much lower cost are "the lucky ones". How can such a system of distributing costs ever be thought to be fair to all residents?

## **LEARNING FROM OUR NEIGHBORS**

Other communities in the metropolitan area know of Edina's reputation as a great place to live. But, in the case of how it assesses residents for road reconstructions, Edina doesn't look so good. Edina's method of assessment supports the worst notions people have of Edina.

The assessment system needs to change. There has got to be a better method than loading large assessments onto small groups. The recent lowering of interest rates and extension of the payback period is like giving CPR to a heart attack victim - it helps, it's necessary, but the victim still needs to go to the hospital.

Most every other city in the metro area has found ways to spread costs among all residents without creating onerous burdens for residents. But Edina hasn't - yet. There are many very smart, experienced, goodhearted people in Edina. Edina can figure this out..

We could look to other cities for ideas. Such an outreach would improve the public image of Edina. It would confirm that just as other cities think highly of the good life Edina provides its residents, Edina in turn admires neighboring cities for the advantages they provide their residents.

Thank you.

## DATA from Public Works

Year	Neighborhood	Initial Assessment	Final Assessment
2011	West 44th	2,031	n/a
2006	Nine Mile Village	3,500	3,465
2011	West 70th Street	3,706	n/a
2008	Concord Ave - State Aid	4,400	3,548
2011	Oscar Roberts	4,429	n/a
2005	South Harriet Park	6,300	6,216
2011	McCauley Heights	6,476	n/a
2005	Halifax and Grimes	6,784	5,560
2011	Killarney Shores	7,198	n/a
2011	Carsons Hill	7,743	n/a
2005	Schaefer Circle	7,900.	8,001
2009	Garden Estates A	8,931	5,423
2010	Pamela Park	9,000	5,343
2010	Interlachen Circle	9,074	7,561
2010	Bror Road	9,077	4,833
2010	Braemar Hills A	9,150	6,724
2007	Southdale	9,300	8,465
2007	Woodhill	9,300	8,315
2009	Fairfax B	9,300	6,477
2009	Mirror Lakes A	9,375	6,088
2005	Schaefer Rd	9,400	9,421
2005	Sunnyslope	9,630	9,678
2006	Bridge Ln & Towns Rd	9,727	9,775
2006	Creston Hills	9,735	9,513
2011	Ridge Road	9,787 to 10,930	n/a
2008	Wood End Dr	10,000	9,335
2008	Richmond Hills	10,234	6,294
2007	Todd Park	10,312	6,355
2011	Minnehaha Woods	10,363	n/a
2010	Moccasin Valley Road	11,222	6,643
2010	Interlachen Bluff	11,349	9,361
2011	Golf Terrace	12,379	n/a
2010	Parkwood Knolls	13,314	10,800
2008	Woodland Ln & Circle	14,347	13,491
2008	Edina Highlands	15,210	11,787
2009	Country Club Fairway	18,210	16,174
2009	Country Club	22,900	20,389

MY NOTE: The Country Club areas opted for decorative streetlights and sidewalks which may explain the high assessments charged to them.

**From:** Lester Wanninger [mailto:lwanning@umn.edu]  
**Sent:** Wednesday, December 05, 2012 2:15 PM  
**To:** Jackie Hoogenakker  
**Subject:** West 69th Presentation to Council

Jackie- please forward to the Mayor, Council Members, and Planning Commission Members and Staff

I view the proposed Southdale Luxury Apartment Complex as the next step in the evolution of the Southdale/Galleria area from purely retail to a healthy mix of retail and residential. Given that reality, there is a need and opportunity to modify W 69th to improve livability in consideration for a mix of modes and people - cars, pedestrians, bikes, shoppers and residents.

W 69th has a number of existing safety issues which I discussed at the Council meeting last evening. A couple of those issues arise from or will be exacerbated with the new apartment complex. Others are current issues that need to be addressed to make W 69th a safe, enjoyable area for pedestrians and bikes moving along the street or crossing between the Galleria and Southdale. The traffic crossing at the Southdale Theater/Crate & Barrel intersection is dangerous for cars and almost impossible for pedestrians.

My suggestions for improvements include a mix of street redesign - one lane in each direction for cars plus a bike lane in each direction, roundabouts at the Theater/C&B and Apartment/Barnes & Noble intersections, boulevard-style sidewalks on both sides from France to York, replace the pedestrian signal at the Promenade crossing ala the Hazelden Promenade signal, and an enforcement program at France, the Promenade and York.

I appreciate the opportunity to present these ideas last evening, and am willing to help in any way to proceed towards implementation. Following are copies of the two slides I discussed last evening.

## **Opportunity to**

### **Improve Southdale/Galleria Area Livability for Cars, Pedestrians, Bikes, Shoppers and Residents**

#### **Existing Safety Issues**

##### **Barnes & Noble/New Apartment Crossing**

Pedestrians & bikes must cope with through and left turn traffic

##### **Crate & Barrel/Theater Intersection**

Cars with T-bone accidents - crossing/turning left

Pedestrians & bikes risk life and limb to cross

##### **Sidewalks on 69<sup>th</sup>**

Southdale – none

New Apt. will add York to Promenade

Galleria sidewalks– no boulevard

### **Promenade Crossing**

Cars often ignore pedestrians or bikes trying to cross 69<sup>th</sup>

Signal constantly on, doesn't get attention

### **France & 69<sup>th</sup>**

Cars routinely make left turns well after light turns red

### **York & 69<sup>th</sup>**

Cars turn right from 69<sup>th</sup> onto York with Ped. signal on while pedestrians & bikes attempt to cross York

### **Galleria interior road between Barnes & Noble and Condos**

Becoming a short cut to avoid York

New apartment 69<sup>th</sup> exit – drive or walk?

## **Improved Southdale/Galleria Area Livability Suggestions**

### **Barnes & Noble/Apartment Crossing**

Redesign intersection based on single lane roundabout, or

Signalized pedestrian/bike crossing, similar to Hazelden

### **W69th – each direction**

One lane for car traffic

One bike lane

### **Crate & Barrel/Theater Intersection**

Single Lane Roundabout – merge east-bound entry lanes

### **Promenade Crossing**

New signalized signal similar to Hazelden

### **Sidewalks full length of 69<sup>th</sup>**

Trail-like, removed from road, Southdale side

### **Temporary enforcement program ala W70th effort**

Promenade crossing

New Barnes & Noble crossing

France & 69<sup>th</sup>

York and 69<sup>th</sup>

### **Involve Urban Designers in addition to Traffic Engineers**

### **Include Pedestrian/Bike safety in transportation traffic studies**

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Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Thursday, December 06, 2012 2:26 PM  
**To:** Ann Braden; Courtney Whited; 'Jennifer Janovy'; 'Michael Thompson'; Nathan Franzen; 'Paul Nelson'; Steven Schweiger; Surya Iyer; Tom LaForce  
**Cc:** Susan Howl  
**Subject:** FW: Lake Edina Neighborhood sidewalk, sound wall and other city services to add to a future agenda.



**Lynette Biunno, Receptionist**

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...For Living, Learning, Raising Families & Doing Business

**From:** Gary Freie [<mailto:gary.freie@vomela.com>]  
**Sent:** Thursday, December 06, 2012 1:11 PM  
**To:** [jhovland@krausehovland.com](mailto:jhovland@krausehovland.com); [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com)'; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net)'; [mbrindle@comcast.net](mailto:mbrindle@comcast.net)'; [mail@EdinaMN.gov](mailto:mail@EdinaMN.gov)'; [swensonann1@gmail.com](mailto:swensonann1@gmail.com)'; [sneal@EdinaMN.gov](mailto:sneal@EdinaMN.gov)'; [edinamail@ci.edina.mn.us](mailto:edinamail@ci.edina.mn.us)  
**Cc:** [whoule@EdinaMN.gov](mailto:whoule@EdinaMN.gov)'; [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov)  
**Subject:** Lake Edina Neighborhood sidewalk, sound wall and other city services to add to a future agenda.

Dear  
Edina City Council, Administration, and Transportation Committee Members,

After attending the information meeting about the sidewalk proposal, I'm at a loss as to why this is even being discussed. After two surveys with and without assentments it is very clear that 82% of our neighborhood does not want any sidewalks built or the Normandale Road narrowed. Many of us were shocked to find out that the plan was to build it on the eastside of Normandale Rd. and the north side of Hibiscus, there are 9 streets to cross from the golf course to 70<sup>th</sup> street. It would make the most sense to build it on other side of the street where it has far less impact and there is only one street to cross. The curved part of the road coming into the neighborhood would have to be rebuilt away from the wall to make room for the sidewalk away from the wall, Instead of reworking and narrowing the whole length of Normandale Rd. Also comes the question of maintenance and who's reasonable? We already have to take care of the city trees on Normandale Rd. like trimming them and disposing of the limbs at our expense. I don't feel that the transportation team thought this sidewalk project out very well and how it impacts the residents.

Many are hoping that something gets done with the highway 100 wall and landscaping instead, like beautifying it and adding height to it. The some 70 houses that are close have to suffer year round though the consistent highway roar that never stops 24/7. It really is more of a concrete fence than a sound wall.

It would also be nice to have some city services done that other cities provide like cleaning and opening storm drains, opening the compose site a couple times a year to residents, having a once a year junk and hazardous cleanup drop off day. Having the police focus on ways of making intersections, roadway and road approaches safe and improving traffic flow and matching stop and go light times with traffic flow. Focusing on real crime and problem areas instead of parking on the highways getting an award for how many tickets they write in a year. Every officer should be challenged with that thought of how and where do I make the best use of my time to make the city and residents safe and how to improve traffic flow.

Gary & Julie Freie  
4921 Trillium Lane  
Edina, MN 55435

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Tuesday, December 04, 2012 3:29 PM  
**To:** Chad Millner  
**Cc:** Susan Howl  
**Subject:** FW: Lake Edina Roadway Reconstruction

Good afternoon,

This message has been forwarded to the Mayor and Council members and Chad Millner.



**Lynette Biunno, Receptionist**

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...For Living, Learning, Raising Families & Doing Business

**From:** [Vicoula4@aol.com](mailto:Vicoula4@aol.com) [<mailto:Vicoula4@aol.com>]  
**Sent:** Tuesday, December 04, 2012 3:20 PM  
**To:** Edina Mail  
**Subject:** Lake Edina Roadway Reconstruction

Attn: City council and Engineering:

I am extremely concerned about the continuing discussion of adding sidewalks to the Edina street project, basically adding expense to an already expensive street proposition. I fail to understand why the discussion is continuing on adding sidewalks when a mailed-in questionnaire indicated that 70% of respondents were opposed. We have lived in Edina for more than 30 years and raised 4 children without the sidewalks.

Understand from the mailed in questionnaires--70% of the respondents indicated...we don't want sidewalks! It seems as if you think overtime on how to spend our money on useless projects--like the "ice house" at Cornelia that is used maybe 4-6 weeks of the year--and the bike lanes on Wooddale Avenue.

Where does budgeting and eliminating wasteful spending come into play? Edina used to have a favorable tax base. Not any more.

Enough already!

Vicki Withers

**Subject:** Street Reconstruction - sewer lateral upgrading

The Honorable James Hovland, Mayor  
Members of the Edina City Council  
City Manager Scott Neal  
City Engineer Wayne Houle

From John Crabtree, 5408 Oaklawn Avenue, Edina, MN 55424-1609

**1. Introduction**

I have been giving some thought to the whole issue of upgrading of sewer laterals during street reconstruction projects. Here are some observations, questions and ideas.

**2. Background**

The City has now completed at least three street reconstruction projects (Country Club, Minnehaha Woods, and Richmond Hills neighbourhoods), where the City has required sewer lateral upgrading as part of the project. One can foresee that there will be more projects like this in the future.

As a part of these projects, the City has encouraged homeowners to

- i) upgrade the sewer lateral in the City's right-of-way themselves
- ii) upgrade the sewer lateral on their own property, in order to reduce Inflow and Infiltration (INI) and so to save the City, and ultimately the homeowner, sewage treatment costs.

In this respect the projects have been successful. In Minnehaha Woods, the City's contractor only did 12 of the required upgrades for the some 192 houses in the neighbourhood. I do not know how many homeowners privately only did the upgrade required by the City.

However this has come at a price to the homeowners. The City's estimate of the assessed cost of \$4,500 set the price point for discussions with private contractors. In Minnehaha Woods the City's contractor's bids for Type 1 open-cut was \$1,472, Type 1 relining \$4,000, and Type 2 relining \$4,100. These prices are subject to the vagaries of the bidding process, and depend upon the bidding philosophy of the successful contractor. In addition, the present assessment method makes it very difficult for the homeowner to take value-conscious decisions.

With the likelihood of homeowners having more information about the process in the future, it remains to be seen just how this process would continue to work. Simply put, what would the decision making process for any homeowner be? I would be very reluctant to do anything before I knew what the successful contractor's bids were.

There is a good case for a broad review of the process for upgrading sewer laterals.

**3. Ideas and Questions**

Some of these could be done for projects in 2013. Others could probably not be implemented before 2014 projects

3.1 There is an alternative method for complete lateral upgrading. This was done by one homeowner on Park Place. Two private contractors worked together as a team, one of whom did open cut from the center of the street to somewhere about the edge of the right of way. The line from there to the house was relined. There were some important benefits to the relining contractor:

- i) he did not have to dig a hole
- ii) it was much easier to get the liner into the sewer lateral from a long trench as opposed to a small deep hole
- ii) the liner was being pushed up the lateral, giving the contractor better control of it. Two of the relining contractors in Minnehaha Woods either lost control or mis-measured multiple liners, and they got into the sewer main.
- iv) the project risk is reduced

Could the city's contractor do the open-cut work, and the homeowner's contractor do the relining? The homeowner would

need to know the exact cost of the city's work in advance.

3.2 At the Council meeting on October 16, 2012, the Mayor suggested that the City could do all the relining in the right-of-way as part of the project. That would probably give the lowest cost to the neighbourhood. On the other hand there might be less incentive for the homeowner to upgrade the rest of the lateral. If the City's contractor were doing Type 1 open-cut, might it be possible for them to offer an option to do a complete relining, or to coordinate their work with the homeowners' relining contractor (see 3.1 above)?

3.3 Other municipalities take a very different approach to sewer lateral repair during street reconstruction. For example, Golden Valley:

- i) encourages the homeowners to have their sewer televised, by waiving the standard inspection fee
- ii) tells the homeowner if the sewer complies with their INI policy (does Edina have one? - I did not find one on the City web site)
- iii) does not require upgrading before the street reconstruction, but encourages it by arranging a payment plan (as has the City of Edina)
- iv) does require compliance with the INI policy before the house is sold.

3.4 The homeowners need to be helped to engage with the process. The first question a homeowner is going to ask is whether they are Type 1 or Type 2. Then if they are Type 1, is open-cut a feasible option? If there are mature trees the answer is almost certainly no. If there is significant landscaping the answer is probably no, but the homeowner has a choice. On Oaklawn Avenue, one homeowner chose Type 1 open-cut the whole way to the house, and pulled out an ornamental tree which was no longer wanted.

The next question is where does the sewer connect to the main. Ideally the City should be televising the sewer mains at least one year before the project. The City has a "SANITARY SEWER MAINTENANCE POLICY", which indicates that this is normally done about every 12 years. The drawings can then be brought up to date. The Public Works Department could then mark the streets, as they would for Gopher One, to show homeowners where the sewer and water connections are.

#### **4. Conclusions**

Some of the existing processes can be improved immediately. There is a need for broad review, and I hope that this document encourages it. I will happily answer any questions.

Sincerely, and thank you

John Crabtree

Mayor James Hovland  
4801 West 50<sup>th</sup> Street  
Edina, MN 55424

cc: *Edina City Council:* Joni Bennett, Mary Brindle, Josh Sprague, and Ann Swenson  
*Edina Planning Commission:* Cary Teague, Stephen Brown, Jeff Carpenter, Michael Fischer, Arlene Forrest, Floyd Grabiell, Nancy Scherer, Michael Schroeder, Kevin Staunton, Michael Platteter, Emily Cherkassky, and Kris Aaker

Dear Mayor Hovland,

We are writing to express our concern over the rampant uncontrolled development of Morningside, which similarly plagues other areas of Edina. At the end of 2010, we bought a 1931 house on the corner of Eton Place and Morningside Rd because we were attracted to the neighborhood's charm and the friendly village that it is. However, in our first year here, we have witnessed firsthand 8 teardown/rebuilds on Morningside Rd and Scott Terrace alone. We are nothing short of appalled at the number of teardowns and newly constructed behemoths arising at an alarming rate. We cannot imagine what the long-term residents must be experiencing as streets are becoming unrecognizable (especially 45<sup>th</sup> Street).

Out of this growing concern, we were amongst the large crowd that gathered at Morningside Church last Thursday, November 29<sup>th</sup>. We listened to you discuss the record-breaking rankings of how Edina residents rated their quality of life. The survey firm must not have surveyed residents in Morningside. Of course the school system is terrific, and the community of people is wonderful, but the quality of life in our neighborhood is slipping. There is an overwhelming feeling of dissatisfaction amongst our community about the BUILDER-DRIVEN construction going on. You were presented with numerous issues at this meeting about how this type of development is negatively impacting our quality of life - including:

- New construction reduces the value of existing adjacent homes due to lost views, poor aesthetic, etc.
- Sidewalks and roads are being degraded by builder traffic (yet homeowners are expected to pay for new roads themselves!)
- Construction workers are urinating in adjacent yards, and outhouses nearly block sidewalks
- Volume of traffic and the speed of contractor vehicles down our roads has increased
- Construction noise, often beginning before 7am
- Storm water drainage off of these massive homes is problematic, concern of basement flooding (huge loss of impervious surface area with 5,000 sq ft homes replacing 1,500 sq ft bungalows)
- Loss of decades-old trees (The 7 lot Sidell development, "Acres Dubois," threatens to remove almost 50% of the 200 trees on the 3 acres, but that's likely a low estimate)
- Loss of sunlight through existing home's windows due to towering new construction.
- Loss of historic homes (e.g., 4400 Branson, original Morningside Police Chief residence, 4115 Morningside, airplane bungalow)
- Loss of aesthetic ("Acres Dubois" proposes bringing suburbia to Morningside, complete with a cul-de-sac)
- New houses are "detached" from the outside community with front facing garages instead of porches, few windows, and backend living areas.
- Builders push zoning to the max - building tall structures, with barely 5 feet to spare on the sides of 50 foot lots, and bulldozing mature trees, even if they are in the backyard.
- In some instances, approved plans have not looked like the final product built.

We understand that change is imminent in any community - but this letter is directed at the builder-driven, uncontrolled, *negative* change. There are examples of new construction that evokes positive change - we encourage you to drive past 4307 Eton Place where the house was carefully designed by the homeowner and crafted to "fit-in" to the historic charm of the neighborhood without dwarfing and damaging its neighbors. What is the difference here? This house and others were purchased by a single family, and coordinated with a builder, in that order. Too many other houses in this neighborhood are purchased by the builder first, and then controlled by that builder to be a large size thereby maximizing the builder's profit (typically these houses sell in excess of \$1M). If we wanted to move into this neighborhood today, we simply could not afford to; houses are purchased with the intent of being torn down at a whopping \$400K just for the land they are sitting on. Suddenly, it's a neighborhood dominated by just a handful of builders, namely, REFINED, DAVID ALLEN, and BELLA. These houses are:

- Nearly identical (can you tell the difference between 4242 and 4244 Scott Terrace?),
- Oversized (see all new construction by these builders), and
- Crowded - a lawnmower cannot pass between without having to use the neighbor's yard! (Drive by BELLA constructed houses 4113 or 4213 Morningside).

We fear that the proposed "Acres Dubois" Subdivision (3.1 acres on 4412 Morningside) would be a similar loss of Morningside's aesthetic. It was such a heated topic at the meeting that the pile of submitted questions could not be addressed. Thank you for volunteering to make copies of these concerns to share with City Council members. If such a hugely devastating leveling of property is allowed, how could new construction be controlled elsewhere? For example, we live next door to the original Morningside Church built in 1912. As our elderly neighbor discusses "selling out," this small historic home surely would be leveled and replaced by a wall of new housing blocking our morning sunrise. You see, while the pockets of the builders are being lined with profits, the actual residents of Morningside are the big losers - all the reasons listed above are undermining our quality of life.

If this is indeed the direction we're headed, where builders will simply elbow out and outbid single family buyers to take hold of this area, then we need your protection to put more comprehensive policies in place. The current state of development is threatening to forever change the face of Morningside, and the reason so many of us moved here in the first place.

**We advocate for controlled development that preserves the character of our neighborhood, protects our trees and waters, and promotes our quality of life. We know that you believe these values are important, and so we ask you to work with us to save Morningside.**

Sincerely,

Dr. David and Angela Deen  
4301 Eton Place  
Morningside