

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: May 7, 2013

Subject: CORRESPONDENCE

Action
Discussion
Information

Action Requested:

Attached is correspondence received since the last Council Meeting.

No action is requested.

April 28, 2013

To Edina City Council Member/Edina City Official:

I live at 7505 Kellogg Avenue, the last corner house before the cul de sac. I have been here for 37 years. My kitchen glass sliding door faces south directly toward the proposed path connecting Parklawn Drive and Kellogg Avenue. My observation from my kitchen table is that very few people traverse between my house and the golf course fence, going between Kellogg Avenue and Parklawn Drive. This area is predominantly used by dog walkers who are residents of the area on the Kellogg side of the park. They are great picker uppers, almost 100%.

My concern is a safety issue. Many golf balls fall in the area between my yard fence and the golf course fence and Kellogg Avenue to the telephone pole to the east. In the beginning, I had 3 broken windows occurring in the first 2 years of the creation of the new golf course. Five to six balls on the average fell in that area daily. Note the picture. I personally was hit twice in my own yard, one on my back shoulder and one grazing the right side of my head and clipping my ear. No injury but you can see the potential is there.

My observation is the balls are coming right off the tee, not from the following shot. It took a while to determine this because if you look at the par 4 hole adjacent to this part of the fence from the tee, it would seem difficult to slice the ball so far to the left to get through the trees planted along the fence, but it happens. I talked to the course manager but he was not concerned. Shortly after I spoke with him, perhaps a few months later, a young fellow who had played Edina hockey with my son, took over the course, and was more open to try to deal with the issue. We concluded that a tree on the right side of the fairway, about 40-50 yards from the tee, had a large branch that protruded into the line of sight. We agreed that removing that branch may help, in fact, in that it had psychologically caused golfers to favor the left side of the fairway. We talked about the tee marker, could it be shifted so as to be more perpendicular to the fairway, but concluded that it would not make a significant solution. This issue has come before the council before, when consideration of a playground was presented, and this safety issue arose. One of the council members had stated that changing the tee marker would essentially "solve the problem." This is amusing in that a golfer aims to a target on the fairway depending on wind and your own tendency to hook or slice the ball. The golf course manger ultimately removed the tree to the right of the fairway, resulting in cutting the number of balls travelling over the fence into the park in half. I have had no windows broken since, but hear a few balls hit the house now and then. Now that I have covered some of the history, let us get back to the issue at hand.

I built and owned the apartments on 4350 and 4380 Parklawn for 40 years, so have seen many kids cutting through the park from Parklawn and exiting through the yards of homes to the north. There is no way they are going to add to their journey through the

proposed path route. I have accepted this circumstance because these kids do not cause trouble or loiter in the park. One justification for the path is that kids will use it to go to the playground at Cornelia School, a route that would add at least 1/4 of a mile to their path (versus cutting through the park to Oaklawn). These are collector streets with a fair amount of traffic and no sidewalks. I would suggest that this is not a safe route, either along the golf course fence or through the streets. In fact, the proposed path actually runs through a hazardous area, one where golf balls routinely land. The notion that this path is a safe one is preposterous. Should not the prevention of unnecessary injury be the focus rather than whether or not insurance covers the injury? That insurance would cover such an injury was a comment from an Edina staff member.

Safety issue aside, one actual viable use I can see is actually for the people on the west side of the park, i.e. the Kellogg Avenue side, for use to bike or walk to Parklawn, where there is a bus route. However, I would never jeopardize the safety of children or anyone, whatever the convenience this path may provide for the few people that might use it.

Sincerely,



Arthur G. Lowell
Concerned Citizen
7505 Kellogg Avenue
Edina, MN 55435

cc: Mayor James Hovland
Joni Bennett, Council Member
Mary Brindle, Council Member
Josh Sprague, Council Member
Ann Swenson, Council Member
Ann Kattreh, Parks&Recreation Manager
Scott Neal, City Manager

p.s. I did suggest a possible solution to the golf ball safety issue to the former park superintendent. For the first 140-150 feet from Kellogg, install 45 degree pipe angled out from the top of the existing fence posts about 4 or 5 feet. Mesh metal used on top of the poles would provide protection to the area next to the fence. This, I believe, would be inexpensive and would not interfere with mowing or snow plowing.



Hello Mayor Hovland,

I'm emailing from Transit for Livable Communities about a simple, but important, way you can help shape the future of the Twin Cities region:

This spring, the Metropolitan Council is seeking input on Thrive MSP—a new regional plan that will guide development in our metro area *over the next 30 years*. Transportation and land use are core components of the plan: Will we invest in more highway lanes and new interchanges? Or will our region shift investments to additional public transit, bike routes, and sidewalks, along with the repair of existing roads?

We strongly encourage you to tell the Council what investments matter most to you, and what kind of community you want to live in for years to come. And to pass this message on to your own contacts. Here's how to be involved, plus three key points below. (For more information, read [TLC's new Thrive MSP blog](#).)

HOW TO SHARE YOUR VIEWS? Two easy options:

1) **Comment online**.

2) Participate at an upcoming Thrive MSP Roundtable Discussion:

- [Saturday, May 4, 10 AM-Noon, Saint Paul](#)
- [Thursday, May 9, 6-8 PM, Shoreview](#)
- [Thursday, May 16, 6-8 PM, Minneapolis](#)

Tell the Met Council:

***Thrive MSP should make sure the entire region (not just the core cities, and not only commuters) has convenient access to transit and safe, accessible bicycling and walking.*

***Thrive MSP should help achieve Minnesota's goal to reduce climate change by setting and measuring goals for increased transit, bicycling, and walking in our region.*

***Thrive MSP should encourage most new development inside the I-494/I-694 beltway and along transitways or near high-frequency transit.*

Remember: you have the power to influence this plan!

Share your input on Thrive MSP.

Whitney Lawrence | Member Engagement/Senior Organizer
Transit for Livable Communities
Desk: 651-789-1406 | whitneyl@tlcminnesota.org
www.tlcminnesota.org

Help us expand safe, reliable, and affordable transportation options in the Twin Cities region. Make a donation today at www.tlcminnesota.org/support.html.

P.S. Recently, you've heard from us often about the Transit for a Stronger Economy campaign and efforts at the state legislature to increase funding for transit, bicycling, walking, and ADA compliance. With three weeks left in the session, this important work is still ongoing. Thanks to all who've been involved! If your elected officials don't already know you support new transportation funding, please contact them today.

Arthur H. Cobb
3710 IDS Center, 80 South Eighth Street
Minneapolis, Minnesota 55402
(612) 337-5454 - Office
(952) 920-7620 - Home
acobb@cobbassoc.com

April 25, 2013

James Hovland
Joni Bennett
Mary Brindle
Josh Sprague
Ann Swenson
Edina City Hall
4801 W. 50th Street
Edina, Minnesota 55424

Ladies and Gentlemen:

I offer two stores for your consideration:

- 1) My Uncle Sam's faculties have faded. Sam has plans that are doomed, even though the plans seem to have an element of sense. Although already deeply in debt, Sam continues to spend well beyond his means, including funding his plans.

My uncle offered me another untested plan and funds to implement the plan. I took the funds and implemented the plan. The plan failed, as usual and as should have been expected. I, of course, should have politely declined the plan and refused the funds.

- 2) Wooddale Avenue

I leave story two and the moral of story two for your completion.

Sincerely,



Arthur H. Cobb

4/5/2013

Marilyn Bye
Edina Resident since 1979
4408 Fondell Drive
Edina, MN 55435

Mr. James Hovland
4801 W. 50th Street
Edina, MN 55434

Mayor Hovland,

The sidewalk for pedestrians on France Ave between 66th street and 76th street on France Ave S in Edina in my opinion does not provide a safe and accessible pathway for pedestrians. If the City of Edina is serious about **pedestrian's safety**, promoting exercise to combat obesity and promoting community health and well being action needs to be taken.

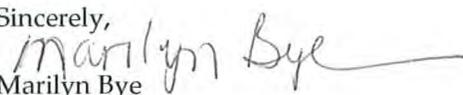
I am actively supporting a sidewalk buffer zone between France Ave and the sidewalks that hug the street. This would provide a greater degree of separation between the road and sidewalk. The speed limit on France Ave is 40 mph, but drivers consistently drive faster as France Ave gives the feel of a "highway like" sense to me. While walking on the sidewalks I can feel the vibration of the vehicles. It just takes one driver to take their eyes off the road for one second and a pedestrian or pedestrian's can be fatally killed or seriously injured.

For the pedestrian safety and comfort I am purposing a sidewalk buffer zone between the sidewalk and the roadway. Physical barriers between the sidewalk and roadway such as landscaping that would involve an elevated small berm with street trees and or bushes and widened sidewalks. Currently the sidewalks do not accommodate two people walking concurrently safely. This would also improve aesthetics for France Ave along with pedestrian safety which is utmost crucial.

Another option that I am purposing and more in favor of, although would be more financially costly is a sidewalk design on bifurcated roadway. This is one in which the sidewalk would be raised above or set below the elevation of France Ave. It would be a barrier between the roadway and the sidewalk that would be crashworthy and have the ends protected within the roadway's clear zone. This could be accompanied by a small retaining wall.

This is an area of Edina that is frequented often especially throughout the summer months. Many citizens including my family enjoy the Centennial Lakes area and enjoy walking from our homes to the lake. Ignoring this serious condition could lead to fatalities and injuries. This is such a beautiful area so lets make it safe and enjoyable for our community.

Thank you for your attention and I hope you will consider advocating for this concern on behalf of the City of Edina.

Sincerely,

Marilyn Bye
Edina Resident since 1979

April 16, 2013
4606 Drexel Avenue

John Howard, Mayor
Scott Neal, City Manager

Dear Down

I appreciate Mr Neal's demonstration of

Team Down. It was notably heard and

information. One person. The Country

club. New Britain needs some special

consideration, and I congratulate you on

making a name in the collective unity. The

Herzog Board has looked for that interest,

but with marginal effectiveness.

Wooddale Avenue

Administration structures require the same

to be defined in terms of education and safety.

I believe that by and large people have

the good sense not to run into and over

each other on a straight street. The cars

quarters of water being poured with a constant

pour. I should be more concerned about

judgment, than safety.

On the positive side I finally saw two

separate cyclists riding south in the south

bound bike lane. I'm glad to see any riding

in the north bound bike lane, which is no

average. I know I wouldn't

Donald Messer

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, April 30, 2013 3:17 PM
Cc: Susan Howl
Subject: FW: RNAV



Lynette Biunno, Receptionist

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

lbiunno@EdinaMN.gov | www.EdinaMN.gov

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

From: Jim Kuhn [<mailto:jamespkuhn@gmail.com>]
Sent: Tuesday, April 30, 2013 2:59 PM
To: Edina Mail
Subject: RNAV

Hi Mayor Hovland

I'm writing to express my concern about the proposed RNAV system the FAA wants to implement at MSP Airport. Departing and landing planes would significantly increase directly over my neighborhood. I believe I would lose value on my home, not to mention the ability to have a conversation in my backyard. There has to be another solution.

Thank you for pledging support of my neighbors with this issue.

[612.940.2972](tel:612.940.2972)



You are invited to attend the Annual Meeting of

League of Women Voters Edina

Guest Speaker: Edina City Manager Scott Neal

Thursday May 9, St. Albans Church



6:30-7:00PM: Social time with appetizers

7:00-7:45PM: City Manager Scott Neal

7:45PM: Business meeting for LWV Edina members

RSVP at LWVEdina@gmail.com.

Dear Mayor Hovland,

I live at 6514 Gleason Court and this year the city re-built our street. I was assessed \$7813 to pay for my share of the reconstruction.

As a former tax attorney for the Internal Revenue Service, the first thing I did was to do preliminary research on the deductibility of my \$7813 special assessment. *IRS Publication 530 Tax Information for Homeowners* under "What You Can and Cannot Deduct" provides as follows:

Assessments for local benefits. You cannot deduct amounts you pay for local benefits that tend to increase the value of your property. Local benefits include the construction of streets, sidewalks, or water and sewer systems. You must add these amounts to the basis of your property.

My concern is the method by which Edina finances street reconstruction. Though using a special assessment system appears to keep property taxes lower, when the assessment comes due it actually costs the homeowner more than property tax financing because, from my reading of *Publication 530*, street assessments are not deductible for Federal Income Tax purposes.

Personally, I would much prefer to pay a slightly higher, Federally deductible property tax over 25 years than a one-time, large special assessment that is not deductible for Federal income tax purposes. By using the special assessment method the City of Edina appears actually to penalize homeowners by denying them the Federal income tax savings on the assessment amount.

For example, a taxpayer in the 25% Federal bracket could save \$1953 in Federal Income taxes over 25 years, were a special assessment of \$7813 included in annual property taxes and spread over 25 years. Thus the homeowner would be able to gain the full benefit of the street reconstruction amount through annual Federal income tax deductions as property tax. As it is now, apparently I can deduct none of the \$7813 special assessment on my Federal Income Tax return and thus I gain no Federal Income Tax savings as a result of having to pay the \$7813.

Why penalize city taxpayers in this manner apparently to display Edina publicly as assessing lower property taxes than other suburbs? In reality Edina taxpayers do pay a large amount for streets through special assessments and, even worse, they appear to lose the Federal Income Tax deductibility of the amount they pay for streets compared to financing new streets through property taxes.

Please change the method of street reconstruction financing to straight property taxes in order to eliminate this injustice and to give Edina taxpayers the benefit of the Federal Income Tax deduction on these amounts.

Wilbur Thomas
6514 Gleason Court
Edina MN 55436
952-935-1672



City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834
Web address: www.hopkinsmn.com

April 22, 2013

Mr. Jim Alexander
Metro Transit – Southwest Light Rail Transit Project
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

RE: Site Select for the SWLRT Operation and Maintenance Facility (OMF)

Dear Mr. Alexander;

We were surprised to learn that the Southwest Project Office (SPO) has expanded their search for the OMF from the six sites identified in the Draft Environmental Impact Statement (DEIS) to 18 sites as shown on the attached. The number of candidate sites in Hopkins increased from zero to four.

The list of sites has been narrowed to seven, with four (sites 8, 9, 12, & 13) of those being given a higher ranking than the other three (site 3, 4, & 6). Two of the four high ranking sites are within Hopkins. Since these sites were not included in the DEIS, the City did not have an opportunity to comment on the appropriateness of their selection during the DEIS comment period. We question whether a supplemental DEIS needs to be completed in order to properly vet the new locations.

We understand that the OMF needs to be located somewhere along the line. To that end, we have even indicated that the SPO identified site 10 (Hopkins Landfill) is one that we would be willing to consider. We understand that the technical challenges of this site may be insurmountable, but the City is willing to consider a proposal that sites the facility within our community. However, sites 12 and 13 have too much of an impact on the surrounding residential uses to be acceptable.

The most prominent impact is on the highly diverse, low income residents located just west of sites 12 and 13. We have worked with Hennepin County improving the Blake Road corridor and fear that the introduction of a permanent industrial use violates the Environmental Justice principles outlined in Federal Transit Authority (FTA) guidelines. The attached briefing paper outlines many of our other concerns about these two sites.

Some may argue that the current site 12 is an industrial use and is zoned for Industrial. We would point out; however, that our comprehensive plan has guided this area for Business Park to both improve the environmental conditions for these residents, as well as create a higher and better use for the property in the future. Site 13, is already zoned Business Park and it is not our intention to rezone it.

Another concern that we have is the proportional impact to our residents through the higher property taxes required to offset tax base lost to the project. The proposed Shady Oak Station property acquisition will remove approximately 0.32% of our Market Valuation from the books. An OMF located in Hopkins would remove another 0.43% of Market Valuation. The larger communities along the corridor are much better able to absorb the loss of tax base than is our small city.

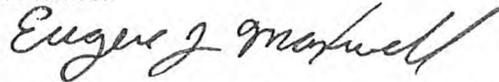
One final point we would like to make is that during the development of the Locally Preferred Alternative and DEIS scoping effort; we discussed many of the issues highlighted above and in the Briefing Paper. Our belief is that these are reasons that the sites in Hopkins were not included in those documents.

Again, we understand that the OMF needs to be located somewhere, and we are willing to discuss more appropriate locations within Hopkins if mitigation of the extraordinary tax base burden on the City can be addressed as well as appropriate site mitigations. Hopkins is very interested in making this project a success, but fairness to our residents, property owners, and disadvantaged populations must be part of the discussion.

Sincerely,

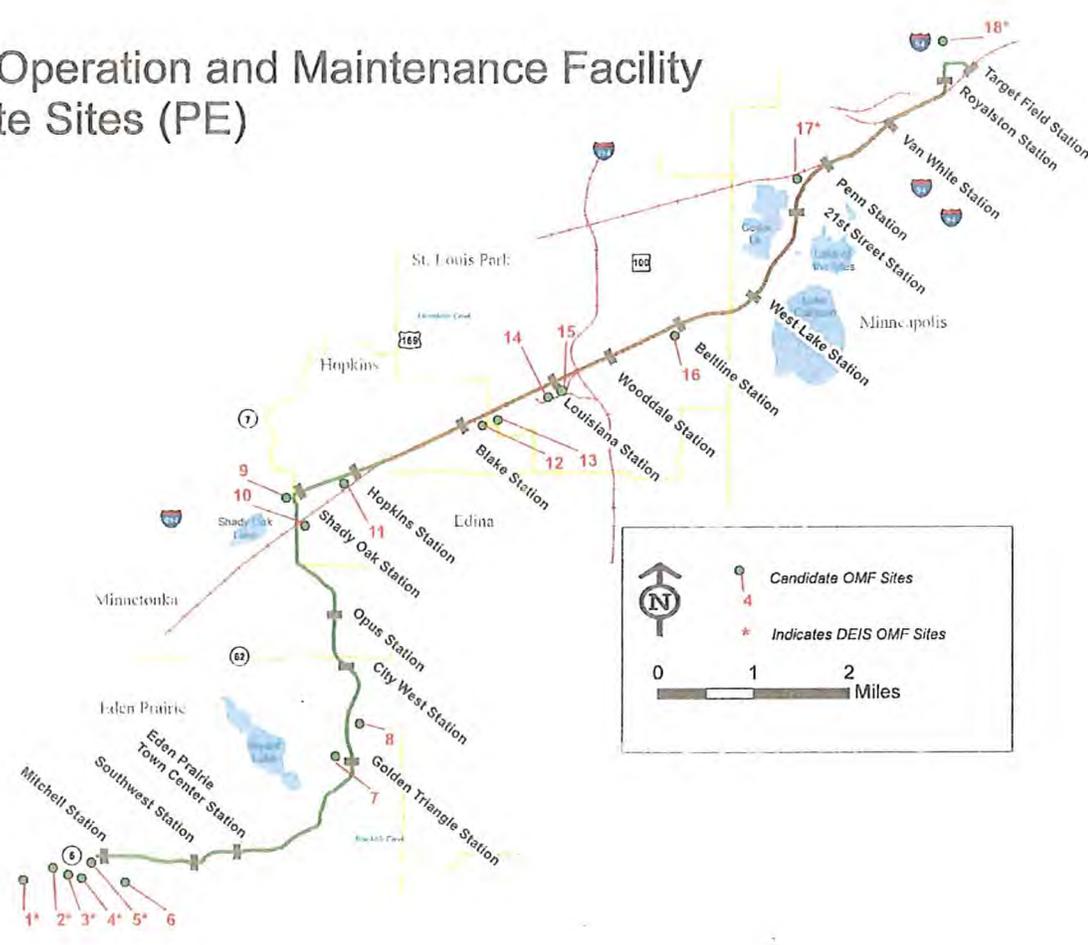
Eugene J. Maxwell

Mayor



cc: Council Member Jennifer Munt, Met Council
Council Member James Brimeyer, Met Council
Council Member Adam Duinick, Met Council
Mr. Patrick Born, Met Council
Commissioner Jan Callison, Hennepin County
Senator Ron Latz
Representative Steve Simon

SWLRT Operation and Maintenance Facility Candidate Sites (PE)



Briefing Paper – April 2013

Southwest LRT Operations and Maintenance Facility Siting

The Southwest Light Rail Project Office (SPO) has identified 18 possible sites for the Operations and Maintenance Facility (OMF) along the rail corridor. Last week, the SPO narrowed the list to seven sites for consideration and further prioritized four of these seven. Two of these four sites are in Hopkins.

The City of Hopkins strongly opposes the construction of the OMF facility on either of these sites for the following reasons:

- The disproportionate impact on low income and minority populations;
- The loss of property tax revenue based upon the current value of the property as well as the potential greater loss if the sites redevelop as guided by the City of Hopkins comprehensive plan;
- The reduction in jobs based upon the existing businesses. This loss would only be increased when compared to the number of jobs that future redevelopment could bring.

Location

The proposed OMF sites in Hopkins are located on Excelsior Boulevard just east of Blake Road as shown on the attached drawing. The sites are numbered 12 and 13. Site 13 is located in both Hopkins and St. Louis Park. Both of these sites have residential and proposed residential uses adjacent to them on the north, west and south sides.

We appreciate that the OMF needs to be located somewhere, and that none of the cities in the corridor want it in their community. Hopkins has indicated a willingness to discuss OMF use of the Hopkins Landfill site (no. 10), however, the two sites identified in Hopkins, do not take into consideration the disproportionate impact upon the residents of Hopkins in terms of per capita tax base, land and job loss as well as the environmental justice impact upon residents in the Blake Road Corridor.

Environmental Justice

The US Department of Transportation (DOT) issued an order in May, 2012 to address Environmental Justice (EJ) in minority and low income populations. The guiding principles for DOT and FTA include:

“To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.”

According to information found in the DEIS, census data shows that sites 12 and 13 are within a neighborhood with a concentration of low income and minority populations. Site 12 is adjacent to Westside Village, home to the highest concentration of Somali immigrants in the area. Additionally, the Draft Environmental Impact Statement (DEIS) noted the negative impact the light rail line already will have on these residents.

Disparity

The City of Hopkins is a community that is approximately 4 square miles, has a population of 17,500 and a tax base of \$1.57 Billion. This is very small when compared the other communities in the corridor.

City	Area (miles)	Population	Market Valuation (2011)
Hopkins	4.11	17,500	\$1.57 Billion
St. Louis Park	10.86	45,000	\$5.30 Billion
Minnetonka	28.22	49,700	\$7.69 Billion
Eden Prairie	35.19	60,800	\$8.90 Billion

The comparative impact of the OMF on Hopkins and its residents is unfairly burdensome.

Tax Base

Based on the Hennepin County land valuations, acquisition of site 12 would remove 0.45% of Hopkins’ Market Valuation from the tax rolls. The future value of this site could easily double when redeveloped as a Business Park as our Comprehensive Plan indicates.

Acquisition of site 13 represents a loss of nearly 0.18% of Hopkins’ Market Valuation and 0.12% of St. Louis Park’s Market Valuation.

These losses are on top of the 0.32% of our Market Valuation we are losing because of the large acquisition for the Shady Oak Station area. Some may argue that this land will redevelop, but discussions with SPO indicate that there is a fair chance that redevelopment may not be allowed depending on the how the property is acquired.

Except for one site, the relative impact of the other sites on the Market Valuation of the hosting cities is below 0.10%.

Land Loss

The relative land loss is also exceptionally burdensome on Hopkins. Site 12 is 4 acres per square mile of city and site 13 is 1.4 acres per square mile in Hopkins. None of the other five sites are higher than this and most are in the range of 0.4 to 0.6 acres per square mile.

Job Loss

Our understanding is that the OMF will generate about 150 to 180 jobs. Currently sites 12 and 13 are all actively used and generate a comparable number of jobs as the OMF. However, future redevelopment, as guided by our comprehensive plan could mean 500 or more jobs on site 12 and somewhat less on the Hopkins portion of site 13. Again, the total job base in Hopkins is about 4 times smaller than the other suburban communities along the line.

Zoning

Site 12 is guided as Business Park in the City of Hopkins' Comprehensive Plan. Site 13 is both guided and zoned as Business Park. An Operation and Maintenance Facility is not an allowed use in a Business Park zoning classification.

Transit Oriented Development Opportunities

Site 12 is directly across the alignment from a 17-acre site, owned by the Minnehaha Watershed District, and planned for a transit-oriented development by the time the SW LRT line is operational. Discussions of the development opportunities for this site have indicated a strong preference for housing. The siting of the OMF on site 12 will greatly impact the ability to redevelop this property and is not compatible with the significant trail and wetland restoration project currently underway by the Minnehaha Creek Watershed District.

Locally Preferred Alternative (LPA)

We believe that the forgoing discussion is, in large measure, why these sites were omitted from the LPA and DEIS. Their inclusion at this time distracts from the analysis of the other sites along the line.



SOUTHWEST LIGHT RAIL
OPERATIONS AND MAINTENANCE FACILITY SITE ALTERNATIVES (3/28/13)
8 OF 10



Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, April 30, 2013 11:25 AM
Cc: Susan Howl
Subject: FW: Is it truly too late?



Lynette Biunno, Receptionist

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

lbiunno@EdinaMN.gov | www.EdinaMN.gov

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

From: David Gepner [<mailto:WentBiking@Comcast.net>]
Sent: Tuesday, April 30, 2013 11:16 AM
To: Edina Mail
Subject: Is it truly too late?

Jim,

I was biking on Wooddale this weekend and noted that the motorists seemed to be effectively dealing with the advisory bike lane striping. It's unfortunate that the roadway changes were completed in the fall without their benefit being tested by bicyclists, while all the naysayers had all "winter" to complain.

Do you suppose you and your fellow community leaders could be convinced to wait a bit before giving up on the concept?

David Gepner

612-861-1703

From: Mark C. Dietzen [mailto:mdietzen@lindquist.com]

Sent: Tuesday, April 30, 2013 10:23 AM

To: 'Travis_talvitie@klobuchar.senate.gov'; 'jeff_lomonaco@franken.senate.gov'; 'sean.broom@mail.house.gov'; 'rep.paul.thissen@house.mn'; 'rep.frank.hornstein@house.mn'; 'sen.scott.dibble@senate.mn'; 'sen.melisa.franzen@senate.mn'; 'andrew.holmaas@minneapolismn.gov'; Edina Mail; 'John.Quincy@minneapolismn.gov'; 'betsy.hodges@minneapolismn.gov'; 'Dan.Boivin@mspm.org'; 'susan.haigh@metc.state.mn.us'

Cc: 'kristina dietzen'

Subject:

All:

I am writing to respectfully request that you reject the RNAV changes proposed by the FAA that will redirect a significant number of airplanes over a small portion of Southwest Minneapolis and Edina.

I urge you to support:

- Equal distribution of airport noise across all neighborhoods
- Firm noise and air pollution limits including the amount of environmental impact over homes, schools, and parks
- Retention of the current flight paths and departure percentages throughout the Twin Cities area.

Thank you.

Mark and Kristina Dietzen

4901 Bruce Avenue

Edina, MN 55424

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Wednesday, April 24, 2013 10:06 AM
Cc: Susan Howl
Subject: FW: MN Transportation



Lynette Biunno, Receptionist

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

lbiunno@EdinaMN.gov | www.EdinaMN.gov

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

From: Andrew Brown [<mailto:andrew.r.brown@att.net>]
Sent: Wednesday, April 24, 2013 9:46 AM
To: rep.ron.erhardt@house.mn
Cc: Sen.Melisa.Franzen@senate.mn; sen.kevin.dahle@senate.mn; rep.david.bly@house.mn; rep.ann.lenczewski@house.mn; sen.scott.dibble@senate.mn; susan.haigh@metc.state.mn.us; steve.elkins@metc.state.mn.us; sen.david.senjem@senate.mn; rep.paul.thissen@house.mn; Dayton.Budget@state.mn.us; Charlie.Zelle@state.mn.us; james.brimeyer@metc.state.mn.us; dana.graham@ci.northfield.mn.us; abrede@rochestermn.gov; Edina Mail; sen.katie.sieben@senate.mn; sen.jeff.hayden@senate.mn; sen.lyle.koenen@senate.mn
Subject: MN Transportation

Ron-

Here are the reasons why I am terribly disappointed in you and this year's MN legislature.

A. You haven't supported the following:

- Funding for the SW Light Rail and the Red Rock Corridor Passenger Rail?
- Funding for Zip Rail & Northern Lights Express?
- Dan Patch Corridor All passenger rail service (Something that could directly help both Edina, Northfield, Faribault, and Rochester)
- Street cars from the central corridor to the State fair grounds, and from the Hiawatha light rail system.

B. Getting into a cat fight with the City of Rochester. You need to work with people, not against them! This point I'm particularly MAD about! You are a senior member of the body, act like one. You should apologize.

-How about we actually do something to help normal middle class people get to work and actually bring the state together through better inter-state passenger rail service instead of insulting each other.

-I don't think this is asking too much since my taxes will be going up, I don't think it is unreasonable to expect more and better services to help MN grow economically.

Sincerely,
Andrew Richard Brown
5512 Park Place
Edina MN 55424
612-220-3045

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, April 22, 2013 3:57 PM
Cc: Susan Howl
Subject: FW: Lake Edina Path



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov

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

From: Vicoula4@aol.com [<mailto:Vicoula4@aol.com>]
Sent: Monday, April 22, 2013 3:56 PM
To: Edina Mail
Subject: Lake Edina Path

Dear City Council Members:

I would like to pass along my vote for the Lake Edina Park path, PROVIDED it **DOES NOT** cause an increase in taxes or referendum. As a frequent biker and walker, this path would be much appreciated. I have observed many joggers cutting through this area as well.

In addition, I would NOT be in favor of a playground. I realize this is a separate issue, however, I suspect that the signatures probably came from the apartment residents, as many of the residents from the Kellogg area never signed a petition. This proposal was circulated many years ago, and was voted down, due to the fact that many of the children from the apartments were already drifting over into private yards. There is a great playground at Cornelia school and Cornelia Lake that can be utilized.

For the record, France Ave. is a nightmare to cross on foot or by bike and adding bike lanes is not going to fix that problem. The lights are not long enough, and drivers generally are too distracted and too hurried to pay attention to pedestrians. I have even had buses practically run me over even with a WALK sign.

Thank you for your consideration.

Sincerely,

Vicki Withers

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Thursday, April 18, 2013 4:01 PM
Cc: Susan Howl
Subject: FW: 7th Grade Apathy Project Presentation Link



Lynette Biunno, Receptionist

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

lbiunno@EdinaMN.gov | www.EdinaMN.gov

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

From: Emma May [<mailto:emmam18688@apps.edina.k12.mn.us>]
Sent: Thursday, April 18, 2013 3:43 PM
To: Edina Mail
Subject: 7th Grade Apathy Project Presentation Link

Hello Mayor Hovland!

This is Emma M., Ellery M., and Emily K. We are the three 7th graders that had an opportunity to speak with you briefly on Monday, April 15 in the South View Middle School Auditorium and the end of our class apathy projects. Thank you for attending our presentations! I have included the link to our presentation on oversized houses in Edina neighborhoods (specifically the Country Club area) at the end of this email. If you have any questions about our presentation please contact me at: emmam18688@apps.edina.k12.mn.us. Thank you for your time!

~Emma M., Ellery M., and Emily K.

Presentation link: <http://prezi.com/prhzvac2w3zs/apathy-project/>

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Friday, April 19, 2013 8:41 AM
Cc: Susan Howl
Subject: FW: Paved path at Lake Edina Park



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From: Geoff London [<mailto:glondon1@gmail.com>]
Sent: Thursday, April 18, 2013 7:27 PM
To: Edina Mail
Subject: Paved path at Lake Edina Park

I would like to offer strong support for the new paved path between Parklawn and Kellogg that is being discussed.

Good idea! It seems to me that children, walkers, and bikers (including me) would benefit greatly from a path there.

Thanks.

Geoff London
7424 West Shore Drive

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Thursday, April 18, 2013 8:10 AM
Cc: Susan Howl
Subject: FW: Better lighting for Parklawn and France intersection



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From: Kphiibs@aol.com [<mailto:Kphiibs@aol.com>]
Sent: Wednesday, April 17, 2013 7:00 PM
To: Edina Mail; jonibennett12@comcast.net; Mary Brindle (Comcast)
Cc: joshsprague@edinarealty.com; swensonann1@gmail.com
Subject: Fwd: Better lighting for Parklawn and France intersection

From: Kphiibs@aol.com
To: waynehoule@ci.edina.mn.us
Sent: 4/17/2013 6:47:32 P.M. Central Daylight Time
Subj: Better lighting for Parklawn and France intersection

To: Wayne Houle City of Edina Engineering Department
From: W. R. Phibbs Parklawn Avenue Resident
Re: More lighting for Parklawn and France intersection

I spoke to you by phone about more lighting for the Parklawn and France intersection because a "policy analyst" in the county commissioner's office has told me this lighting is your city's responsibility.

There are two lights on traffic light poles at Parklawn and France, in contrast to four at 65th, 66th, 69th, 70th, and 76th streets. One of the two lights at Parklawn is not working. There are also only two lights at the France and Gallagher and Hazelton intersections. The Hazelton lights have a very yellowed color.

I think there should be four lights at Parklawn and France because of a high volume of pedestrian and residential traffic and because the intersection has less visibility for drivers. The intersection is near the top of a hill which means drivers approach the intersection on an incline which reduces views. There is a park across France from numerous multi-unit housing buildings on Parklawn, Gallagher, et.al. I see many more residents walk through this intersection, to get to the park or stores nearby, than at other intersections.

I have been bumped or rolled into in crosswalks by drivers who did not see me twice in the past 40 years, so I look for pedestrians myself. I find them hard to spot at the Parklawn and France intersection. Moreover, many of the pedestrians I have seen there have strollers with babies in them or preschool children walking with them. These pedestrians are likely to have trouble getting out of the way of any driver who does not see them. Better lighting may help part of the day.

Subject: Yorktown Park Community Garden

Dear Mayor and City Council Memembers:

Ten days ago I sent the below message to Council Member Brindle regarding the Yorktown Park Community Garden. As of this writing I have not received a reply from her.

I am still interested in Member Brindle's definition of success and now pose the same question to the other "yes" votes for this project: How do you define success for a project that is designed to benefit a maximum of 55 people/families, not necessarily all Edina residents, and costs the Edina taxpayers an estimated \$19,525 to set-up and \$435 per year thereafter?

I look forward to your replies.

Sincerely,
Troy Paulson
5116 Juanita Ave.

----- Forwarded message from tpaulson@1992ventures.com -----

Date: Mon, 08 Apr 2013 10:13:17 -0500
From: tpaulson@1992ventures.com
Reply-To: tpaulson@1992ventures.com
Subject: Yorktown Park Community Garden
To: mbrindle@ci.edina.mn.us

Council Member Brindle:

At the April 2nd City Council meeting you made a statement to the effect that parking is necessary to the success of the proposed Community Garden.

I'm curious, how do you define success for a project that is designed to benefit a maximum of 55 people/families, not necessarily all Edina residents, and costs the Edina taxpayers an estimated \$19,525 to set-up and \$435 per year thereafter?

Sincerely,
Troy Paulson
5116 Juanita Ave.

----- End forwarded message -----

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Thursday, April 18, 2013 1:09 PM
Cc: Susan Howl
Subject: FW: Teardown Proposal



Lynette Biunno, Receptionist

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lbiunno@EdinaMN.gov | www.EdinaMN.gov

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From: Armstrong, Mickey [<mailto:MArmstrong@CBBURNET.COM>]
Sent: Thursday, April 18, 2013 11:55 AM
To: Edina Mail
Subject: Teardown Proposal

I am asking to delay final approval of this plan.

The information in this electronic mail message is the sender's confidential business and may be legally privileged. It is intended solely for the addressee(s). Access to this internet electronic mail message by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

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Nothing in this email shall be deemed to create a binding contract to purchase/sell real estate. The sender of this email does not have the authority to bind a buyer or seller to a contract via written or verbal communications including, but not limited to, email communications.

Dear Edna Fire Station No. 2,

On January 4th of this year
my four year old son Joseph Moll
was in a sledding accident and
suffered a grade 4 liver laceration.
He was transported to HCMC
by Edna Fire & Rescue. Thanks

to the quick, top of the line
professional response and up to
date equipment, he survived
his injury!! My family can't
thank you enough for the
great work you do everyday!!

Sincerely, The Moll family
Lisa, Phil, Gwendolyn (8) Jojo (now 5)
Grandma Gail + Grandpa Steve Moll (West 55th St)

USED
ULTRASOUND
TO DETECT
LIVER LAC

Thanks
from



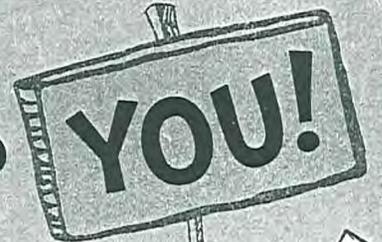
And
thanks
from



Thanks
for being who
you are.

Thanks
for everything
you do...

So full of
thank-yous,
thanks to



You are our heroes
and we will always
remember you in our
prayers everyday!
Thank you so much!

Steve + Gail Moll
Jojo's Grandparents



THE
KID
WANTS
TO
GO
TO
SCHOOL



Thank you!

From:
Gwendolyn
MOLL

