REPORT / RECOMMENDATION

To: MAYOR & COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: June 2, 2015

Subject: Correspondence

Action ☒
Discussion ☐
Information ☐

Action Requested:
No action is necessary.

Attachment:
Attached is correspondence received since the last Council meeting.

Dear Mayor Horland,

Thank you for the opportunity to work with the City of Edina. The past year has been very enjoyable and I have learned a lot. I appreciate all of the hard work and dedication you put in for the city and its residents. I look forward to working with you in the future.

Sincerely,

Hennepin County
Public Works

Transportation Department
James N. Grube P.E., Director
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone
612-321-3410, Fax
www.hennepin.us/transportation

Dear Resident:

Notice this is an update to a previous letter regarding bumpouts on Xerxes Avenue. The blocks stated in the letter should have read 5400 to the 6100 blocks of Xerxes Avenue.

As a resident of Xerxes Avenue you have observed the recent installation of bumpouts along the street and observed how well they've worked in keeping vehicles away from the curbside along the blocks. While the bumpouts have been largely successful in keeping vehicles away from the curbside, they are not very appealing to the eye. At the suggestion of interested neighbors, the county is sponsoring a meeting at the location and time noted below to discuss possible ways the bumpouts could be improved in appearance.

As you prepare to attend the meeting I invite you to bring pictures of small scale landscaping that you believe could be adopted to Xerxes Avenue. One of the fundamental aspects of visual enhancements is ongoing maintenance. To help insure that the bumpouts remain sightly I ask you to consider the implications of an "Adopt a Bumpout" concept.

I look forward to getting together to consider what we can do with the Xerxes Avenue bumpouts.

Sincerely:

James N. Grube

James N. Grube, P.E.
Transportation Department Director and County Engineer

Enclosure

cc: Mayor Jim Hovland, City of Edina
Council Member Joni Bennett, City of Edina
Council Member Linea Palmisano, City of Minneapolis
Jan Callison, Hennepin County Commissioner
Mark Nolan, City of Edina
Chad Milner, City of Edina
Jon Wertjes, City of Minneapolis
Steve Mosing, City of Minneapolis

REMEMBER

WHAT: Meeting to discuss potential for bumpouts along Xerxes Avenue between 60th and 54th Streets

WHEN: Wednesday, May 27th, 2015, 6:30-7:30

WHERE: Edina Community Lutheran Church
4113 – 54th Street
Fellowship Room

Heather Branigin

From: Andy Porter <aporter@refinedllc.com>
Sent: Thursday, May 21, 2015 8:16 AM
To: Susan Peterson; Mary Brindle; James Hovland; Kevin Staunton; Robert Stewart; swensonann1@gmail.com; Scott H. Neal; Cindy Larson
Subject: RE: Plans for fence/wall at 4419 Grimes teardown?

Susan,

Our homeowners have decided to install an approximately 20" high retaining wall a few feet off the east property line. The grade from the neighbor to the east to my Clients property is very steep and will likely have erosion control issues. Adding the small wall will shallow up that grade and should help. I assure you the location of the wall/fence will be exclusively on the property at 4419 Grimes.

As far as the comments you heard from the workers I cannot confirm/deny that but will have a discussion with them about sharing their opinions.

Thank you,

Andy Porter
REFINED

c. 612.991.9301
e. aporter@refinedllc.com
www.REFINEDLLC.com

From: Susan Peterson [mailto:feydese@gmail.com]
Sent: Thursday, May 21, 2015 7:27 AM
To: Andy Porter; mbrindle@edinamn.gov; jhovland@edinamn.gov; kstaunton@edinamn.gov; rstewart@edinamn.gov; swensonann1@gmail.com; sneal@edinamn.gov; clarson@edinamn.gov
Subject: Plans for fence/wall at 4419 Grimes teardown?

Andy -

Could you please explain why this large trench (see attached photos) has been dug on the southeast section of the lot at 4419 Grimes and how it may relate to plans for a wall/fence? The trench is very close to the property lines of our house, 4060 Sunnyside, and our neighbors at 4058 Sunnyside.
It is worth noting that your workers were out here the other day and could be heard talking about it and laughing about how the plans for whatever is going to get built there would really make the neighbors angry. You might advise your clients that is not exactly the way to come into a new neighborhood and make friends.

Susan Peterson

Heather Branigin

From:	Ross Plaetzer <ross@employersolutionsgroup.com>
Sent:	Thursday, May 21, 2015 7:41 AM
To:	'jhovland@krausehovland.com'; 'mail@EdinaMN.gov'; 'kstaunton@EdinaMN.gov'; 'rstewart@EdinaMN.gov'; 'mbrindle@comcast.net'; 'swensonann1@gmail.com'
Cc:	Charlie Gerk; Scott H. Neal; Cary Teague; Monica Mero
Subject:	Illegal fence at 4419 Grimes Ave.
Attachments:	SESG 115052105560.pdf; IMG_4297.jpg

Dear Mayor Hovland, City Council Members, and staff,

I know that you are all familiar with the house being built at 4419 Grimes. Their backyard is our side yard because of the odd shapes of our lot (see attached diagram).

You all know that this building process has been a "nightmare" process for the neighbors. We have had an especially difficult time dealing with Refined and its sub-contractor Southview Design. Earlier this year, after a survey, they moved a wooden marker up about 3 feet onto our property and said that was where they were planning on building a fence.

In fact, Refined and Southview even had Charlie Gerk from the city hold a string to plan the fence location in what Charlie described to us a "poor man's" survey.

We had to threaten Southview Design and Refined with a potential lawsuit to have them resurvey the corner where the post was moved. The new survey of this spot gave us our land back.

Now, instead of accepting the established boundary and putting the fence there, apparently they have conspired to come up with another scheme to "gain more privacy" for their client. They are building a small boarder wall that will raise the lot elevation up 2.5-3 feet around the back of the property. They apparently plan to put a six foot fence on top of this boundary wall, thereby artificially creating a 8.5-9 foot fence around the back portion of the lot, which faces the side of our lot.

This is illegal in Edina according to Code sections 36.10 and 36-1255.

This is the Edina city code regarding fences—

Sec. 36-10. - Definitions
"Fence height" means the vertical distance measured from the finished grade to the uppermost point of the fence panels. The grade at the fence line shall not be altered in any way that artificially increases the maximum permitted height of the fence. The height of the fence may exceed the allowed height by a maximum of six inches to accommodate drainage and uneven terrain. Posts may extend beyond the top of any of the fence by no more than 12 inches.

Sec. 36-1255. - Fences in the R-1 and R-2 districts.

Fences erected in the R-1 and R-2 districts shall conform to the following:
.....
(2)No fence shall exceed six feet in height.

(3)Fences shall be installed with the finished side facing neighboring properties.
.....
An apparent artificial wall of 2.5-3 feet clearly violates the prohibition that "the grade at the fence line shall not be altered in any way that artificially increases the maximum permitted height [6 feet] of the fence."

Refined has continually pushed the neighbors to the breaking point with this build. It feels like we constantly have to defend our property rights in so many ways. We will not stand by while they violate the fence ordinance in such a sneaky way as to artificially increase just a small part of the back lot in order to erect a higher fence. A neighbor overheard a person we think is a team lead for Southview talking with his workers and one said "The neighbors are really going to be p***ed when they sees that fence." They were all laughing about it!

This has always been a very friendly neighborhood. I am not sure why anyone would feel the need to erect such a huge fence in a family neighborhood. We request that they city council and their agents make certain that Refined and Southview adhere to the city ordinances regarding maximum fence height. By Refined and Southview's reasoning, a homeowner could build a six foot wall at the property line and then erect a

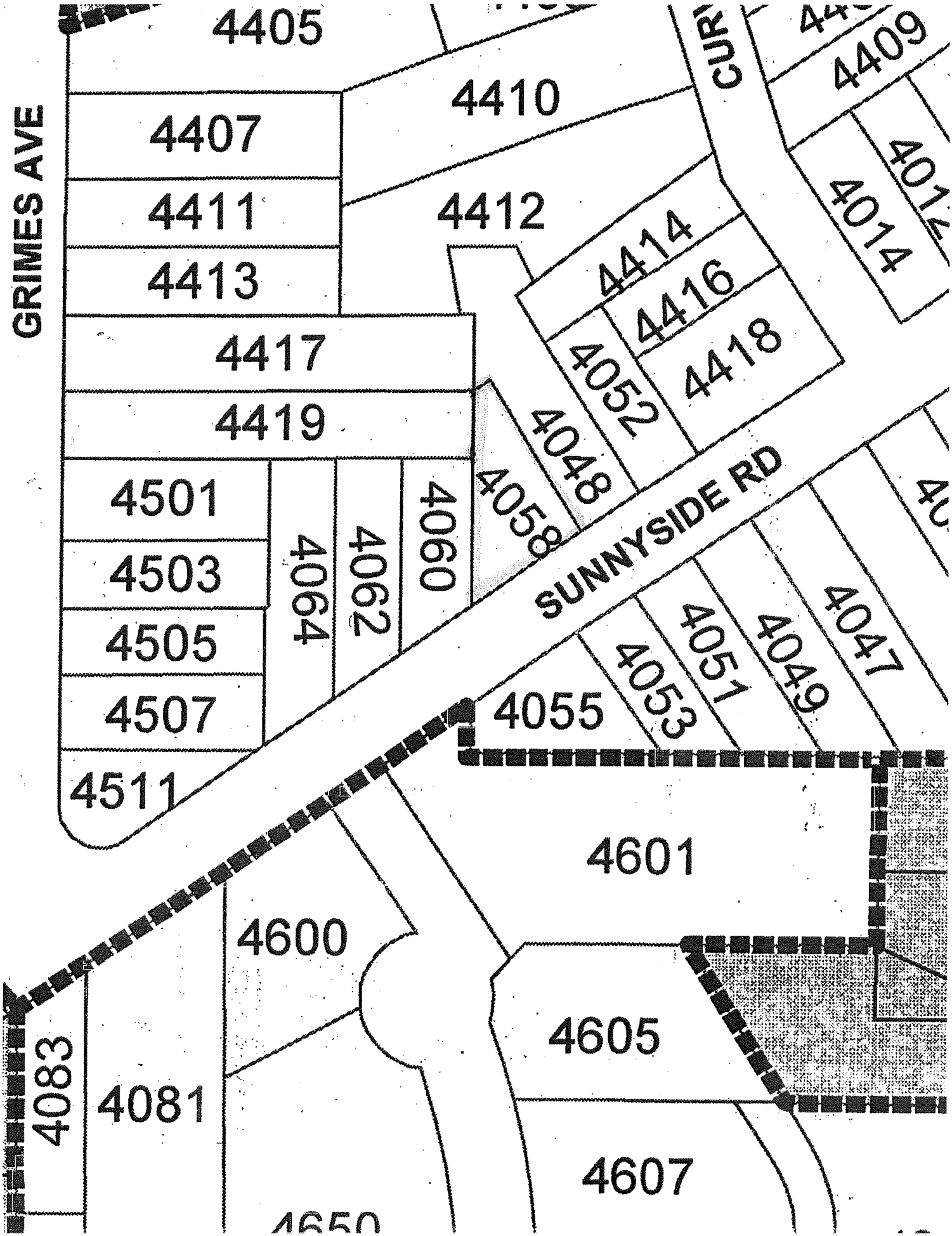
six foot fence on top of the wall and thereby have a 12 foot barrier at the property line. Clearly, the city ordinances do not contemplate allowing property owners to build 12' spite fences and get away with it.

Please help us with this matter ASAP because the workers are already digging the trench for the stone wall and then the fence apparently goes on top of the wall. (see attached photo)
The City of Edina must protect the rights of the property owners who are adversely being affected by the builders who try to push the rules to the limits. It is outrageous that we had to finally threaten them with a lawsuit to get our land back after they moved the wooden stake to get our land back. We are further appalled that they have conspired to come up with an alternative plan to raise the fence illegally. They have 300 feet and their back lot line is entirely our side yard. This is absolutely wrong that we might have to look at a huge fence along our entire side lot. (Our lot is a small pie shaped area with about 15 feet at the end of our lot). This would damage our resale and our view.

We are requesting that the city go out to the property and review this situation and make it clear to Refined and Southview that a boundary line fence cannot be artificially raised by building a wall at the boundary line to serve as a raised platform for a fence. Six feet means six feet. We also respectfully request that the house at 4419 Grimes not be given a certificate of occupancy until the rear lot line fence conforms to all city codes.

Sincerely,

ROSS AND LAURA PLAETZER | 4058 SUNNYSIDE ROAD
EDINA, MN | CELL: 612.940.4804


GRIMES AVE
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Heather Branigin

From:	Common Sense Edina <commonsenseforedina@gmail.com>
Sent:	Thursday, May 21, 2015 11:20 PM
To:	David Nelson
Cc:	Kevin Staunton; Mary Brindle; James Hovland; Robert Stewart; swensonann1 @gmail.com; Scott H. Neal
Subject:	Common Sense for Edina - Request for a community meeting to discuss recent residental crime issues in Edina

Dear Chief Nelson,

As you are probably aware there has been an increase in residential crime in the past few weeks primarily in the NE quadrant of Edina. A recent electronic poll on the community blog Nextdoor.com 37 Edina residents requested having a community meeting to discuss the crime concerns of residents. Would it be possible to have a community meeting next week to discuss crime issues? I realize this is a short time frame but residents are concerned and would like to hear from the police. I would appreciate a timely response.

Thank you.

Regards,

David Frenkel
4510 Lakeview Drive
Edina 55424
612-237-1966

The police are the public and the public are the police; the police being only members of the public who are paid to give full time attention to duties which are incumbent on every citizen in the interests of community welfare and existence.

Robert Peel

Heather Branigin

From: David Arbit <davida@mplsrealtor.com>
Sent: Friday, May 22, 2015 1:32 PM
To: James Hovland; Scott H. Neal; Kevin Staunton; Robert Stewart; Mary Brindle; 'swensonann1@gmail.com'; Edina Mail
Subject: April 2015 Housing Market Update

Dear Mayor Hovland and Members of the Council:

April 2015 marked a historic milestone for the Twin Cities real estate market. Pending sales surged 26.0 percent in the metro and have reached levels not seen since June 2005. That's a nearly 10-year record high for consumer demand. This signals strong consumer confidence mixed with a bit of proactive purchasing before rates increase. Rising rents, job growth and finally some wage growth are also fueling the strong demand. Given persistently low inventory levels, many consumers are still frustrated by the lack of options. Here are some specifics on your community.

- New Listings in Edina decreased 8.5 percent to 161.
- Pending Sales were down 12.4 percent to 92.
- Closed Sales decreased 1.3 percent to 75.
- Days on Market was down 13.0 percent to 94 days.
- The Median Sales Price increased 12.1 percent to $400,000.
- Inventory levels grew 22.8 percent to 393 homes.
- Percent of List Price Received at Sale decreased 1.3 percent to 97.4 percent.
- Months Supply of Inventory was up 25.0 percent to 5.0 months.
- Distressed sales made up 4.0 percent of all Closed Sales.
- Single-Family homes made up 61.6 percent of all Closed Sales.
- New construction properties made up 8.1 percent of all Closed Sales.

The 13-county metro has now enjoyed 38 consecutive months of year-over-year price gains. The median home price is now about 8.4 percent below its peak reached in 2006. But housing also relies heavily on the economy. At 4.0 percent, the Twin Cities MSA currently has the fifth lowest unemployment rate of any major metro area. We've also added enough jobs since the Great Recession to surpass our previous employment peak, according to DEED data. In the spirit of Garrison Keillor, most measures of the Minnesota economy are well above average.

Here is the link to your local report: http://maar.stats.10kresearch.com/docs/lmu/x/edina. It highlights buyer and seller activity as well as other housing indicators such as home prices, days on market and absorption rates in Edina. The Twin Cities Metro report can be found here: http://maar.stats.10kresearch.com/docs/lmu/x/TwinCitiesRegion. If you have any comments or questions, please don't hesitate to contact us. Also, be sure to check out all of the market reports on our website - http://www.mplsrealtor.com. Thank you!

Enjoy the holiday weekend,

David Arbit, MCRP
Research Manager
Minneapolis Area Association of REALTORS®
5750 Lincoln Drive - Edina, MN 55436 USA
P: 952-988-3150 | F: 952-908-2646
MAAR | Market Reports

Edina Federated Women's Club / GFWC

Edina Public Art,

This $5,000 check is presented to Edina Public Art from The Edina Federated Women's Club. This donation is a Legacy Gift from our membership.

As you recall, EFWC funded the purchase of Edina's first Canine Officer. It is EFWC's hope that this gift will be used as a beginning of a fund for a K-9 sculpture for Edina citizens to enjoy with the possibility of the Club providing further funding for this project as the plans evolve. It is the Club's wish to be kept aware of the planning and decisions for the gift's use toward a K-9 Sculpture.

Susan Smith

Philanthropy Chair 2014-2015

Edina Federated Women's Club

Cc: City Manager of Edina

Cc: Edina Mayor's Office

U.S. Department of Homeland Security
FEMA Region V
536 South Clark Street, Sixth Floor
Chicago, Illinois 60605

FEMA

IN REPLY REFER TO: COMMENT RES

May 21, 2015

The Honorable James Hovland
Mayor, City of Edina
City Hall
4801 West 50th Street
Edina, Minnesota 55424

Community: City of Edina
Hennepin County, Minnesota
Community No.: 270160

Dear Mayor Hovland:

This is in response to an e-mail dated September 18, 2012 from Kris Aaker, Assistant City Planner for the City of Edina, an e-mail dated June 24, 2013 from Laura Adler, Water Resources Coordinator, and comments made at the Preliminary DFIRM Community Coordination (PDCC) Meeting on May 25, 2006, regarding road name changes, cases on the revised preliminary SOMA, and lake delineations as presented on the revised Preliminary Flood Insurance Rate Map (FIRM) for the City of Edina, Hennepin County, Minnesota, dated August 17, 2012 and the Preliminary Flood Insurance Rate Map (FIRM) for the City of Edina, Hennepin County, Minnesota, dated December 31, 2005. Please note that only those submittals that relate to the addition or modification of the proposed flood hazard information (i.e., Base Flood Elevations, base flood depths, Special Flood Hazard Area boundaries, zone designations, or regulatory floodways) shown on the FIRM and in the report that satisfy the data requirements defined in Title 44, Chapter I, Part 67 of the Code of Federal Regulations are considered appeals. Because your submittal did not meet these criteria, FEMA has processed it as a 'comment.'

We have determined that the specified road name and labeling change requests will be made to the revised FIRMs and the unnamed pond delineations on map panel 27053C0363F have been fixed by the update to aerial basemap imagery. The cases that were requested to be revalidated have been placed in Category 2 on the SOMA with the exception of 13-05-2444A. Due to an increase in BFEs for this portion of Nine Mile Creek this determination will be superseded. Once we have incorporated the aforementioned changes, we will proceed with finalizing the FIRM and FIS report.

Please submit any comments regarding this resolution within 30 days of the date of this letter to the following address:

FEMA Region V
Mitigation Division
536 South Clark Street, Sixth Floor
Chicago, Illinois 60605
Attention: Bill Heyse, Regional Engineer

At the end of the 30-day period, FEMA will address any additional comments that are submitted. FEMA will then finalize the FIRM and FIS report by issuing a Letter of Final Determination (LFD). The LFD will explain the adoption/compliance process and will state when the FIRM and FIS report will become effective.

We appreciate your community's comments and commitment to having the most accurate flood hazard information available reflected on the FIRM and in the FIS report. If you have any questions regarding this matter, please contact Bill Heyse of my office either by telephone at (312) 408-5323 or by e-mail at WilliamHeyse@fema.dhs.gov.

Sincerely,

Christine Stack

Christine Stack
Director, Mitigation Division
FEMA Region V

Enclosure:
Laura Adler E-mail

cc: Scott Neil, City Manager, City of Edina
Kris Aaker, Assistant City Planner, City of Edina
Laura Adler, Water Resources Coordinator, City of Edina
Ceil Strauss, Minnesota State National Flood Insurance Program Coordinator

Czajkowski, Eric M

From: Murphy, William C
Sent: Monday, June 24, 2013 3:12 PM
To: Czajkowski, Eric M
Subject: FW: Edina, MN Preliminary Summary of Map Actions
Attachments: 5528 5530 Malibu Dr LOMA.pdf; 20040820 FEMA Revalidation.pdf; 3919 42nd St W LOMA.pdf; 80 Woodland Cir LOMR FW.pdf; 6808 Brook Drive LOMA Approval.pdf; 6412 Aspen Rd LOMA.pdf; 5537 Park Pl LOMA.pdf; 5548 Malibu Dr LOMA.pdf; 5550 Malibu Dr LOMA.pdf

Categories: MN-Hennepin County

From: Laura Adler [mailto:LAdler@EdinaMN.gov]
Sent: Monday, June 24, 2013 3:00 PM
To: Murphy, William C
Subject: Edina, MN Preliminary Summary of Map Actions

Hi Bo,

Some time ago, Edina received a letter explaining what would happen to existing LOMAs when the FIRMs were revised. It also asked for additional information on a few LOMAs that FEMA did not have. I have attached a number of LOMAs to this email, with descriptions below.

Missing LOMAs:

5530 Malibu Dr	05-05-3728
4804 E Sunnyslope Rd	Revalidation letter from 2004

From "LOMCs Superseded" section:

4804 E Sunnyslope Rd	Revalidation letter from 2004

LOMAs that have been issued since the 8/14/12 letter, we would like to make sure that these will be revalidated with new FIRMs:

3919 W 42nd St	12-05-8263A
80 Woodland Cir	12-05-0671A
6808 Brook Dr	13-05-1988A
6412 Aspen Rd	13-05-2444A
5537 Park Place	12-05-2142A

Miscellaneous:

5548 Malibu Dr 05-05-0878A (This was provided by the resident, who said FEMA told her she did not have a LOMA. She is one side of a twin home, and the case number is the same as her neighbor at 5550 Malibu Dr, also attached.)

Please let me know if you need any more information.

Laura Adler, Water Resources Coordinator
952-826-0445 | Fax 952-826-0392
LAdler@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

Heather Branigin

From: Montgomery, Matthew <MMontgomery@UtilityService.com>
Sent: Tuesday, May 26, 2015 4:56 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1 @gmail.com
Subject: Utility Service Group (USG) - Water Valve and Fire Hydrant Condition Assessment Services
Attachments: December2014Opflow.pdf; USG_OceanCityMD_CaseStudy.pdf; USG_Valve_Hydrant_ 2014.pdf

Dear Mayor Hovland and Council Members.

As a new citizen of Edina and the new regional Water System Consultant for USG I would like to meet with you to discuss some of the many Water Utility Asset Management programs USG offers such as Distribution System monitoring, well maintenance and water tank maintenance. It has come to my attention that the City of Edina is performing fire hydrant maintenance this year. Utility Service Group has an extensive valve and hydrant maintenance program that can • Mitigate risk against deficient assets • Improved emergency response time • Extended life of assets as well as develop a prioritized repair and replacement plan for the city.

I have attached some literature and case studies about our valve and hydrant programs for you to reference. Please let me know if you would like me to come meet with you and discuss these services further as many of them could assist in Edina maintaining and improving its water distribution system as a whole.

Regards

Matt Montgomery
Water System Consultant

Utility Service Group

Mobile: 612-816-3235
MMontgomery@UtilityService.com
utilityservice.com

Tank Asset Mgt. | Tank Condition Assessment | Tank Rehabilitation | Ice Pigging | Thm Removal | Water Mix | Chemical Cleaning | Water Well Asset Mgt. | Water Well Rehab | Valve & Hydrant Asset Mgt. | G.I.S. Asset Mgt. | Leak Detection Services | Smart Metering | Communications

May 25, 2015

I hope your day is going well?

I noticed that you have planted tulips on the corners of France. They are pretty.

We had tulips and the first year my Dad accidently mowed them down. The next year they bloomed again and had multiplied themselves. So each year Dad mowed them down.

You may want to consider mowing the tulips down at the end of the season and see what happens the following year.

Are you planning on adding more flowers for us to enjoy the Summer months or plants.

Next: Along the center medium are metal sticks that look like lighting. Why? They look strange.

Have a successful day!

Sincerely,

Mrs. Wendy Johnson

Mrs. Wendy Johnson
3118 West 90th Street
Bloomington, Minnesota 55431
952-920-0863

Heather Branigin

From: James Hovland <jhovland@hovlandrasmus.com>
Sent: Tuesday, May 26, 2015 2:45 PM
To: Mitchell, David L.; Scott H. Neal
Cc: James Hovland; mark.mccary@cbre.com; caryschilling@gmail.com
Subject: RE: Arden Park Roadway Reconstruction - Bruce Avenue, Bruce Place Issues

I will be there as well.

H|R

James B. Hovland, Esquire
HOVLAND & RASMUS, PLLC
Southdale Office Centre
6800 France Avenue S., Suite 190
Edina, MN 55435
jhovland@hovlandrasmus.com
Phone: (612) 874-8550
Direct: (612) 874-8551
Fax: (612) 874-9362
Cell: (612) 961-6192

From: Mitchell, David L. [mailto:DMitchell@RobinsKaplan.com]
Sent: Tuesday, May 26, 2015 11:01 AM
To: sneal@edinamn.gov
Cc: jhovland@EdinaMN.gov; James Hovland; mark.mccary@cbre.com; caryschilling@gmail.com
Subject: [PossibleSpam] Arden Park Roadway Reconstruction - Bruce Avenue, Bruce Place Issues

Dear Mr. Neal:

Mark McCary, Cary Schilling and I are scheduled to meet with you on Thursday, May 28 at 8:30 AM. Attached is a memo prepared in anticipation of our meeting which outlines the 2 concerns of the residents of Bruce Avenue and Bruce Place.

We look forward to meeting with you on Thursday.

Regards,

David

David L. Mitchell
ROBINS KAPLAN LLP
Robins Kaplan LLP | 800 LaSalle Avenue | Suite 2800 | Minneapolis, MN 55402
p 612 349 8282 | f 612 339 4181 | DMitchell@RobinsKaplan.com| RobinsKaplan.com

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Thank you in advance for your cooperation.

Robins Kaplan LLP
http://www.robinskaplan.com

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.5863 / Virus Database: 4342/9765 - Release Date: 05/13/15
Internal Virus Database is out of date.

MEMORANDUM

To: Scott Neal, City Manager
City of Edina

From: David L. Mitchell, 5011 Bruce Avenue

Date: May 22, 2015

Re: Bruce Avenue, Bruce Place Issues

Mr. Neal:

The residents of Bruce Avenue south of 50th Street and Bruce Place are upset and frustrated with 2 aspects of the Arden Park Road and Sewer Reconstruction project:

- Narrowing the width of the Bruce Place cul de sac
- Restricting parking to the east side of Bruce Avenue

The City's decisions on these matters seem arbitrary to the residents for the following reasons:

- They are not based on any historical evidence of parking or traffic problems on Bruce Avenue or the experience of residents of Bruce Avenue and the Bruce Place cul de sac who live with it on a daily basis.
- They are not based on any third party evidence or research presented by or cited to by City staff. Nowhere in the Edina Engineering Department's November 2014 Study or in any prior presentation concerning the Arden Park streets project does anyone state (or reference any authority that says) "if you reduce the width of a local street to 27 feet, you must/should limit parking to one side of the street."
- They are not based on Edina's *Living Streets* Plan, adopted by the City Council at the May 6, 2015 meeting. That Plan neither requires nor necessarily recommends one-side parking on 27 foot wide streets. The Plan provides that in the case of Local Streets of 27 foot width, the parking options are "None, one or both sides of the street, depending on context."[1] No reason was articulated for restricting parking to one side of Bruce.
- The decision regarding parking was not based on a City-wide policy decision of the Council to limit parking to one side of all 27-foot wide streets in the City.

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[1] On-street parking is one of the traffic calming measures listed in the *Living Streets* Plan as appropriate for Local Streets.

- The decisions were made with absolutely no resident support for the changes but rather unanimous opposition of the residents.

Parking on One-side Only

Until the November 2014 Engineering Study, no earlier City presentation addressed the parking configuration of a 27-foot wide Bruce Avenue.

The width of Bruce Avenue was itself a "moving target" in the months leading up to the City Council's December 2014 meeting. As of July 31, 2014, Bruce Avenue was depicted as a 24-foot wide street and City staff so stated in response to a resident's question at that time. While a City Proposed Schematic Street Plan dated September 22, 2014 later depicted Bruce Avenue as being 27 feet wide, the companion City presentation of the same date was silent as to both the width and the parking rules planned for Bruce Avenue.

Bruce Avenue south of 50th Street is a unique, curved one and one half block street with a hill beginning at the intersection with Bruce Place and winding down to Arden Avenue. As provided in the *Living Streets* Plan, [a]lthough many streets look more or less the same, every street is a unique combination of its neighborhood...natural features, street design, users, and modes. To accommodate these differences, the City will ...Seek input from stakeholders [and] Be mindful of existing land uses and neighborhood character." Bruce Avenue residents strongly believe that their concerns and input have been ignored.

Restricted parking to the east side of the street will not only be an inconvenience for the residents, their guests and service vehicles, but will instead create more safety issues for pedestrians. The north half of the east side of Bruce already has many feet of natural "no parking" areas: the feet before the stop sign on 50th Street, the number of driveway entrances, the increased number of fire hydrants and required adjacent "no parking" areas. Because many of the driveways on Bruce are short, there is a need for parking on both sides of the street. By limiting parking to the east side of the street, Bruce Avenue residents will have less than 1/2 on-street parking space per house on the entire street.

As noted above, on-street parking is considered an appropriate traffic calming measure in the *Living Streets* Plan. The residents strongly believe that restricting parking to the east side of Bruce Avenue will create, rather than ameliorate, safety concerns. With or without parking on the west side, because of the curvature of Bruce Avenue, a pedestrian's or bicyclist's vision of on-coming traffic from either direction is

un-obstructed. However, by reason of the elimination of parking on the west side, cars traveling in both directions will likely travel faster on Bruce.[2]

We believe that the foregoing reasons provide the "context" that merit Bruce Avenue being treated differently from others in the neighborhood.

Bruce Place Cul de Sac

In its November 2014 Engineering Study, City engineering staff stated as follows:

> "The existing pavement footprints of the cul-de-sacs for Bruce Avenue and Gorgas Avenue are larger than necessary."

The Bruce residents who live on and experience the cul de sac 365 days a year STRONGLY disagree with this statement. They routinely experience the difficulties encountered by large vehicles (e.g., waste management trucks, lawn maintenance trucks and trailers, FED EX trucks, etc.) trying to turn around or park in the cul de sac. The prospect of an even smaller – 10 feet smaller (5′ on each side) - footprint creates the likelihood that these large vehicles will now have to BACK THEIR WAY OUT of the cul de sac into on-coming Bruce Avenue traffic. This is a HUGE SAFETY CONCERN of the residents. Children and pets are not readily visible to large vehicles traveling in reverse. Moreover, given the reduced number of parking spaces that would be available on Bruce if one-side only parking is imposed, guests and invitees of cul de sac residents will have much farther to walk to their destinations in the cul de sac, again, a safety issue for pedestrians. The problems for such pedestrians are only excerbated by snow piles and winter conditions.

There is a significant difference in the cul de sacs for Bruce and Gorgas. There are no homes on over one-half of the Gorgas "circle" whereas the Bruce cul de sac is surrounded entirely by homes. More homes and more resultant traffic require a larger footprint on Bruce than on Gorgas.

As reflected in the minutes of the City Council's December 9, 2014 meeting, when questioned by Council Members about the reduced size of the cul de sacs and the effect on driveways, Chad Millner answered that "the cu-de-sacs were being reduced by three to four feet and the City would work with the property owners to mitigate impacts."

Residents of the Bruce cul de sac report that their concerns expressed regarding the reduction in footprint, based on their experiences of having lived on the cul de sac for many years, were, in fact, totally ignored by the City's engineering staff. There was

[2] The 20′ allocated to travel lanes on Bruce Avenue after completion of the project is actually greater than the 16′ allocated to travel lanes on the former 30′wide street with permitted parking on both sides.

absolutely NO EFFORT made by City staff to engage the affected residents and to demonstrate how things would work in a smaller cul de sac.

Given their long time experience in living on Bruce Avenue, the residents believe that the City's decisions to narrow the Bruce Place cul de sac and to restrict parking to the east side of Bruce Avenue, both decisions made ostensibly to promote safety, will actually have the opposite effect of creating more safety issues.

Based on the foregoing, we respectfully request that the City do the following:

1. Construct the Bruce Place cul de sac at its pre-project width; and
2. When the new 27-foot wide Bruce Avenue is completed, permit parking on both sides of this unique one and one half block street.

   If after one year, specific and measurable evidence is presented that parking on both sides has resulted in increased safety problems or issues, then consider instituting parking limited to one side of Bruce.

Heather Branigin

From:	Common Sense Edina <commonsenseforedina@gmail.com>
Sent:	Wednesday, May 27, 2015 11:56 AM
To:	Kevin Staunton; Mary Brindle; James Hovland; Robert Stewart; swensonann1 @gmail.com; Scott H. Neal
Subject:	Common Sense for Edina - Smart Cities Resources: Who, What, When, Where and How? (from Govtech.com)

http://www.govtech.com/blogs/lohrmann-on-cybersecurity/Smart-Cities-Resources-Who-What-When-Where-and-How.html

According to Gartner, a smart city is: "An urbanized area where multiple sectors cooperate to achieve sustainable outcomes through the analysis of contextual, real-time information shared among sector-specific information and operational technology systems."

Or, in simpler terms, smart cities use the latest technology, and especially our data explosion, to address broad questions like: How can I make neighborhoods safer?

David Frenkel

Heather Branigin

From: Phil Mero <phil.mero@gmail.com>
Sent: Wednesday, May 27, 2015 2:54 PM
To: Mary Brindle (Comcast)
Cc: Monica Mero; Ross Bintner; Cindy Larson; Scott H. Neal; Andy Porter; James Hovland
Subject: Re: 4419 Grimes
Attachments: 4419 driveway.jpg

Thanks Mary. Looked for the house you are referencing and wasn't able to find. Would you have an address?

As you will see in this photo, the stone foundation that has been installed is just that, foundation. It is in no way a retaining wall, as it stops at the point where the driveway will be laid.

That, in turn is the point of contention for us with this mind-boggling driveway design. In the photo you will notice the driveway CLIFF that has been created that falls off 10-12 feet into our backyard. That is directly where I place our backyard hockey rink every winter. I would hate to see a car end up in our backyard with a rink full of kids, etc. Again, even if we are looking at .01 % chance of the neighbor accidentally stepping on the gas, hitting an ice patch, driving tipsy, driving distracted, etc there needs to be some sort of barrier to ensure that a 'runaway' vehicle does not impede our property, risking the safety of our children and property.

Landscaping would be appreciated, but we need to see a plan for some sort of solid barrier on the southeast corner of the driveway to ensure the safety of our family/property.

If this can't happen, we strongly believe that the best solution would be for the builder to have to relocate the garage doors to the front of the garage facing the street. Seeing as both builder and city made a major gaffe in allowing for this design to be executed, we will hope that this can be considered.

Finding a formidable solution to this issue would actually serve as a wonderful PR platform for the city, showing their constituents how they course corrected a major mistake on behalf of a neighbor and longtime resident.

You've been able to support our neighbors and friends the Plaetzer's, we are asking for the same. I am including the builder in this note as timing is of the essence.

Thanks in advance.

Phil and Monica Mero

On Tue, May 26, 2015 at 1:21 PM, Mary Brindle <mbrindle@comcast.net> wrote:
Hello Monica and Phil,

I wanted to touch base with you since you have both sent messages since we met in your front yard.

As for a barrier at the edge of the new driveway, I recall that a row of shrubs or trees was discussed when we were together. It was mentioned that the driver would feel the vegetation as they approach the edge of the driveway. A curb edge that would be similar to the curb along your driveway was also discussed. I won't suggest that I can provide a design for either of these, just that these ideas were discussed.

Over the weekend, I drove past a home with a similar approach to the garage. The lot size and front yard measurements seemed to be similar to 4419 Grimes. I did not stop in. The home is located in Edina on 44th Street, a block or two West of France Avenue. It is located on the North side of 44th Street. This home has a double garage as I recall. The overall garage approach appears similar to me. If you are in the area, you might drive by to see how it compares to the the project next door to your home.

Mary Brindle
mbrindle@comcast.net
612-270-9887 call or text

--
Sincerely-

Phil Mero
612.963.0852

COUNTY GOVERNMENT OF WAJIR

Telephone:

Email: abdi78@gmail.com
When replying, please
Quote our Ref & Date

OFFICE OF THE DEPUTY GOVERNOR
WAJIR COUNTY
P O Box 9 – 70200
WAJIR

Ref: ODG/CORR./VOL1/(1)

15th May 2015

Honorable James Hovland,
Mayor of Edina
4801 West 50th Street
Edina, MN 55424

Dear Mayor Hovland,

REF: POSITIVE RECEPTION

On behalf of the Wajir people in Kenya and in Minnesota, I would like to express my sincere appreciation to you and your staff for meeting with us during our three week visitation of your City of Edina and Minnesota. We found many programs and best practices on capacity building and leadership we would like to implement in Wajir.

The tours and meetings at the City of Edina's City Council, Fire Station, Park and Recreation, Water Treatment Facility, and other places allowed us to learn more about governance and infrastructural development. Our visits to Edina, Minneapolis, Saint Paul, Inver Grove Heights, Eagan, and University of Minnesota were very informative. I hope we will be able to continue our relationship with the City of Edina as Wajir seek to be a national model in Kenya for positive development.

Sincerely yours,

H.E ABDIHAFID A. YAROW
DEPUTY GOVERNOR

COUNTY GOVERNMENT OF WAJIR

Telephone:

Email: abdi78@gmail.com
When replying, please
Quote our Ref & Date

OFFICE OF THE DEPUTY GOVERNOR
WAJIR COUNTY
P O Box 9 – 70200
WAJIR

Ref: ODG/CORR./VOL1/(1)

15th May 2015

Honorable Council Members,
City Council of Edina
4801 West 50th Street
Edina, MN 55424

Dear Members of the Council,

REF: APPRECIATION

On behalf of the Wajir people in Kenya and in Minnesota, I would like to express my sincere appreciation to you for meeting with us during our three week visitation of your City of Edina and Minnesota. We found many programs and best practices on capacity building and leadership we would like to implement in Wajir.

The tours and meetings at the City of Edina's City Council, Fire Station, Park and Recreation, Water Treatment Facility, and other places allowed us to learn more about governance and infrastructural development. Our visits to Edina, Minneapolis, Saint Paul, Inver Grove Heights, Eagan, and University of Minnesota were very informative. I hope we will be able to continue our relationship with the City of Edina as Wajir seek to be a national model in Kenya for positive development.

Sincerely yours,

H.E ABDIHAFID A. YAROW
DEPUTY GOVERNOR

Heather Branigin

From: Clare Hahneman <clhahneman@gmail.com>
Sent: Thursday, May 28, 2015 3:49 PM
To: Edina Mail
Cc: Kevin Staunton
Subject: Traffic Concern on Sunnyside Road

Hi,

I live at 4047 Sunnyside Road and I am getting increasingly concerned about the speed at which drivers are flying down my street. I am not sure why such a residential street is rated at 30 MPH when other 30 MPH streets have a double yellow line and are much wider, it seems given the amount of children in the neighborhood to be asking for a major life/safety issue. But be that as it may, with the addition of Hello Pizza and now the work on Highway 100 and Highway 5, there is a notable increase in the amount of cars, and the traffic creates frustrated drivers who speed more than normal down the road. What can we do to make remind drivers to slow down? Speed bump? One of those speed tracking signs? More police presence and ticketing? I would think that a stop sign at the intersection with Townes or Curve Road would the best long-term solution, but I don't know how to go about requesting that through the appropriate channels.

Thank you in advance for your attention to this matter,

~Clare

Heather Branigin

From: Stephanie K. Mullaney <stephaniemullaney@comcast.net>
Sent: Friday, May 29, 2015 9:42 AM
To: Edina Mail
Cc: Scott H. Neal
Subject: Letter to the Council
Attachments: Letter-May-26.docx

Please include this letter in the correspondence packet.

Please let me know you got this since I had trouble sending files last time.

Thank you
Stephanie Mullaney

May 28, 2015

To Edina City Council and Scott Neal,

I am writing to express my deep disappointment in the Grandview development process. What I have discovered through research and have seen in the last six months has lead me to the conclusion that the Council believes citizen feedback is not considered important or relevant.

PUBLIC ENGAGEMENT

From December 4 to the present, I have participated and monitored the **public engagement process.** This process has consisted of primarily one-way communication, a lack of reporting of public input, and a lack of using resident feedback in the decision making process.

- The data from the December 4 meeting was misrepresented.
- The data from the December 4 meeting was not presented or used in the decision making process about Grandview.
- The data from the January 15 meeting was not presented or used in the decision making process about Grandview.
- The data from Speak Up, Edina! through the end of February was not presented or used in the decision making process about Grandview.
- Information about the March 11 meeting was misrepresented.
- Data from the March 11 meeting was not presented or used in the decision making process about Grandview.
- Data from the March Speak Up, Edina! was not presented or used in decision making.
- Data from the April 22 meeting was not presented or used in the decision making process.
- Detailed documents from Public Grandview, including a community center proposal, summary of public feedback and Framework shortcomings were not acknowledged or considered during the decision making process.

THE FRAMEWORK

The Council has consistently stated that the Grandview development process is **following the Framework**. This is not the case.

Documentation supplied by Public Grandview (http://bit.ly/1Hoghnw) examines the Framework versus the process. The above document points to many elements in the Framework that have not been adhered to in the areas of process, design and function.

There has been no response to date about the discrepancies.

DECISION MAKING PROCESS

Instead of a methodical and data-driven process, the **Council's decision-making process** appears to be based on individual preferences.

During the April 7 city council meeting and the May 19 work session, the Council was not presented, nor asked for, any public feedback data about Grandview. Instead, the format consisted of a long presentation followed by Council members stating their individual preferences about the site.

There has been no clear process to determine programming of the civic building (as called out in the Framework):

- No market analysis. There is no shortage of performing arts centers in the Twin Cities and each are experiencing significant operating losses and dwindling patron numbers both for attendance and charitable contributions.
- No data analysis to determine what the public wants
- No feasibility / cost analysis

If the James Sewell Ballet is chosen as a tenant, the Council should take into consideration that the organization lost over $215,000 in FYE 2013. It also has a financial transparency score notably lower than its peers.

PUBLIC DISSATISFACTION AND MISTRUST

As stated in Public Grandview's document (http://bit.ly/1Hoghnw), there is public dissatisfaction with the Council and its decision making process. In a recent Next Door poll, 67% of respondents do not approve of the City's handling of the Grandview process.

In 2016 Edina City Council elections, incumbent candidates will surely be judged by their lack of listening to Edina residents, privatization of the site, unwanted high density development and the absence of any methodical process in determining the future of this rare piece of public land.

Stephanie Mullaney

Heather Branigin

From: Janet Canton
Sent: Friday, May 29, 2015 12:25 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; 'swensonann1 @gmail.com'; Asef C; Brenda McCormick; Cathy C; Daniel G; Ellen J; Gerard G; Graham C; Greg G; Julie S; Louise S; Susan J
Subject: Ribbon-Cutting Ceremony for Garden Park and Countryside Park Baseball Fields
Attachments: Garden Park and Countryside Park Ribbon-Cutting Ceremony.docx

Hello,

Attached is an invitation for a ribbon-cutting ceremony for the baseball fields at Garden Park and Countryside Park.

Thank you!

Janet Canton, Administrative Support Specialist
952-826-0435 | Fax 952-826-0385
JCanton@EdinaMN.gov | www.EdinaParks.com
...For Living, Learning, Raising Families & Doing Business

For the latest information on the department that builds community through people, parks and programs, check out our blog.

You are invited to come join in the fun and celebration as we have a ribbon-cutting ceremony to re-open two newly renovated baseball fields!

Garden Park Baseball Field
Date: Friday, June 5
Time: 6 p.m.
Where: Garden Park (5520 Hansen Rd.)

Countryside Park Baseball Field
Date: Saturday, June 6
Time: 10 a.m.
Where: Countryside Park (6240 Tracy Ave. S.)

The ribbon-cutting ceremony will be followed by a baseball game to re-open these renovated fields. The renovation was a cooperation between the City of Edina and the Edina Baseball Association along with the Twins Field Grant and many others who helped with these great projects. "Play Ball"!

Heather Branigin

From: Claudette.Pinkney@hklaw.com
Sent: Friday, May 29, 2015 5:17 PM
Subject: Broadband Conference Update
Attachments: Broadband Conference Update.docx

Claudette Pinkney | Holland & Knight
Sr Legal Secretary
800 17th Street, NW Suite 1100 | Washington DC 20006
Phone 202.419.2513 | Fax 202.955.5564
claudette.pinkney@hklaw.com | www.hklaw.com

Add to address book

NOTE: This e-mail is from a law firm, Holland & Knight LLP ("H&K"), and is intended solely for the use of the individual(s) to whom it is addressed. If you believe you received this e-mail in error, please notify the sender immediately, delete the e-mail from your computer and do not copy or disclose it to anyone else. If you are not an existing client of H&K, do not construe anything in this e-mail to make you a client unless it contains a specific statement to that effect and do not disclose anything to H&K in reply that you expect it to hold in confidence. If you properly received this e-mail as a client, co-counsel or retained expert of H&K, you should maintain its contents in confidence in order to preserve the attorney-client or work product privilege that may be available to protect confidentiality.

May 29, 2014

Dear Mayor:

Please join Miguel A. Gamiño, City CIO of San Francisco in an important roundtable discussion on Broadband Strategies for Municipalities.

Date and Time: June 18th – 1:00 PM – 4:30 PM Pacific
Location: San Diego Room
Milton Marks Conference Center
455 Golden Gate Avenue, Lower Level
San Francisco, CA 94102

This building is across the street from City Hall.

This roundtable discussion will be joined by:

*Susan Crawford, Former Special Assistant to the President for Science, Technology, and Innovation Policy and co-author of The Responsive City: Engaging Communities through Data-Smart Governance.

*Other CIO's and Mayors who will discuss their broadband strategies and challenges.

This conference is an opportunity for all CIO's and Mayors to develop a strategic understanding of the future of broadband deployment.

Please also pass this informal invitation on to your City's CIO or other staff who might benefit from this important discussion.

*** Formal invitations and registration will be available on line Wednesday, June 3, 2015.

Dear Mayor James Hovland,

It is an honor to announce that Edina will be recognized as a Minnesota GreenStep City and will receive a certificate honoring efforts to date for continued participation at the League of Minnesota Cities Annual Conference on Friday, June 26th during a special GreenStep Cities Breakfast in Duluth. Your award shows that Edina is taking great steps in the direction of energy and resource sustainability.

We expect 450 attendees at the GreenStep Cities Breakfast, which runs from 8:00 to 9:30am and includes a presentation from meteorologist Paul Douglas. GreenStep Cities participants in attendance will be recognized and asked to gather for both a group photo and individual city photos. During the city photos portion Edina will be presented with a certificate honoring efforts to date. Cities unable to attend will have their award delivered to them at a later time.

You should plan on attending the entire event June 24-26 at the Duluth Entertainment Convention Center (DECC) with a strong showing of city representatives, including your GreenStep Coordinator, Ross Bintner! There will be workshops related to GreenStep Cities on Thursday, June 25th including Community Solar Gardens, Climate Resilience, and Sustainable Infrastructure and Complete Streets. You can see the agenda and register to attend at www.lmc.org/ac15home.

If you and others from Edina can only attend the GreenStep breakfast, please email Jamie Oxley at joxley@lmc.org by June 12th and we'll pay for your breakfast and have nametags ready for you at registration.

Representatives of Minnesota GreenStep Cities at the 2014 LMC Annual Conference

Your leadership and efforts are supporting a stronger community and a better environment for all of your city's residents, businesses, and institutions, current and future. Thank you!

Sincerely,

Philipp Muessig

Philipp Muessig
GreenStep Cities Director

Minnesota
GreenStep Cities

Moral Mind Management
PO Box 569
Muncie, IN, 47308-0569

June, 1, 2015

James Hovland
Mayor
Edina Mayor Office
4801 West 50th Street, Edina, MN 55424

Dear James Hovland,

My name is Javonta Jones, Executive Director of Moral Mind Management in Muncie, Indiana. Moral Mind Management is an organization serving at-risk high-school students in the Muncie area by providing positive experiences through structured programming. At the core of our programs are our all-expenses-paid museum trips that we offer to students in our program. Over the course of a year and a half, we visit five culturally relevant museums related to history, science, and the arts. Through these visits, students are exposed to extraordinary ideas and spaces that they otherwise would not have had access to.

I am writing you today because our organization is seeking micro-donations from cities around the U.S. to offset the cost of our museum trips. For a donation of $100, your city can help engage youth in ways that broaden their horizons and give them hope. Though $100 may not sound like a lot, for our students—many of whom live below the poverty level—every dollar counts. Combined with donations from other cities, as well as support from our own community, Moral Mind Management can successfully provide funding for museum admission, transportation costs, and food expenses.

We understand that most cities are focused on local-impact programming; however, if our program is successful, we hope it could serve as a model for all U.S. cities looking to increase cultural experiences for their youth. As an additional expression of our appreciation, we would reward your donation by including your city under our list of partners on our website as well as our brochure.

To donate, please make out checks to Moral Mind Management and mail to PO Box 569 Muncie, IN, 47308-0569. Please feel free to contact me with any additional questions you might have. Thank you for your time.

Sincerely, Javonta Jones

Javonta Jones
Executive Director, Moral Mind Management
765-716-5070
moralmindmanagement@gmail.com
www.moralmindmanagement.com

Heather Branigin

From: Charles Gits <charliegits@gmail.com>
Sent: Sunday, May 31, 2015 3:59 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Subject: Blake Woods proposal
Attachments: 008.JPG

Mayor Hovland and Councilpersons Brindle, Staunton, Stewart and Swenson,

Before you render a decision on the Blake Woods development proposal we are asking for your consideration of its impact on us and clarity on a few issues.

We have lived on Evanswood Lane for 16 years. Our house fronts Evanswood Lane. A new city street will be built 33 ft. from the back of our home. It will be singular to Parkwood Knolls and very rare in Edina to have homes with streets in front and back.

Unfortunately for us, stormwater drains west, south and east from proposed Lot #7. Water then backs up and pools because of an old grass driveway on our south property line. We pump it out north to drain onto Evanswood Ln with an outdoor sump pump and we roll out a 200' hose when necessary. With an increase in impervious surface from new home/driveway, the developer has proposed to dig a ditch along the west property line line of Lot #7 and divert stormwater to a new sewer opening on south edge of Lot #7 in attempt to prevent existing flow onto us.

The new city street will be set at a *higher elevation* than the base of our house. The existing grass driveway elevation is *lower* than the house base. Last spring '14, we pumped water for two weeks, but knew we would not flood because water would flow over the grass driveway.

We are asking Council for access to public sewer at time of construction, because of the flood risk to us. We will also be put in the uncomfortable position of how to self police the maintenance of the Lot #7 ditch. The new homeowner may not like it (unsightly, tough to mow, reduce play space etc)

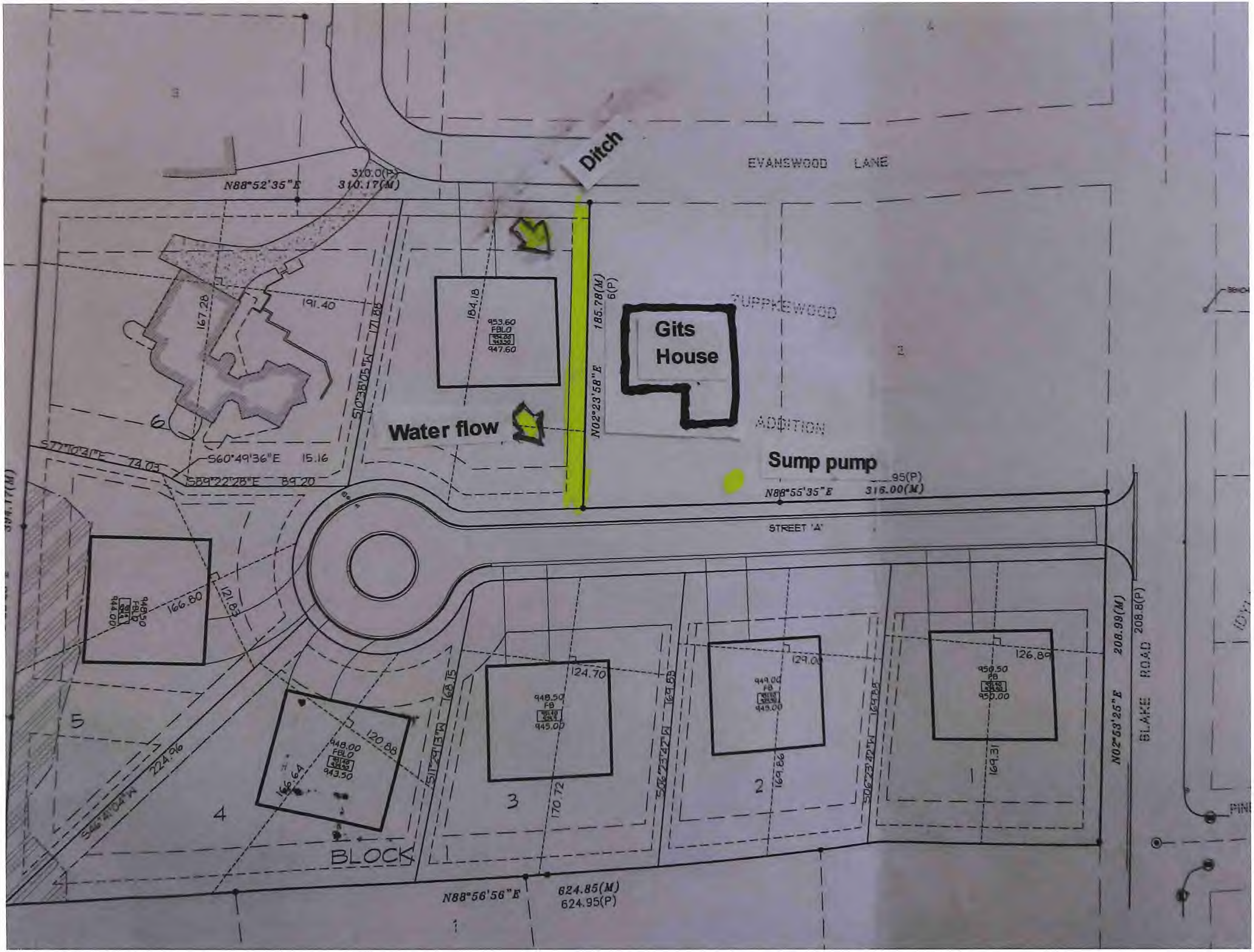
We are asking for your consideration because the economic impact and quality of life as a result of the new development is significant to us.

1. **People who live and buy into Parkwood Knolls enjoy space, mature tree canopy and privacy. With a road in front and in back and with the loss of a mature tree canopy it will discount the value of our home substantially.**
2. **Unlike the new resident's homes to the south whose backyard will abut Parkwood Lane home's backyard, our backyard will look unto asphalt with on street parking and delivery trucks. We will want to build a fence and landscape and would request no on street parking.**
3. **After road and sewer is completed and city has assumed maintenance we will need to apply for permit and construct a holding pond and tap into the sewer. This major cost will be greater to us then at time of sewer construction.**

These economic costs to us are real and they are very sizable. It seems reasonable and fair to expect some kind of cooperation and cost sharing from the developer. Regrettably, we have been shut out of the process.
This is our longtime home which we love and where we want to live. The loss of trees and beauty of surrounding nature, our loss of privacy ~it will be a big change for us. Please consider our situation when making decisions on this development..

Thank you,

--
Charlie Gits


Ditch
EVANSWOOD LANE
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Water flow
Sump pump
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STREET 'A'
BLAKE ROAD
208.99(M)
208.8(P)
N02°53'25"E
N88°56'56"E
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126.89
166.80
121.83
120.88
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Heather Branigin

From: Paul Thompson <paul@coolplanetmn.org>
Sent: Sunday, May 31, 2015 5:40 PM
To: Edina Mail
Subject: Join the SELC Celebration on June 7 at 5pm - please let us know you are coming

Dear Awesome Edina Council,

Wanted to share our end of year picnic with all of you to come and meet our student city leaders from Valley View, South View and the high school. Altho Kevin is the designated member to liais with the EEC, if he cannot be there we would love for the city council to be represented at the picnic....plus you can see our garlic patch and still pick up some gorgeous pepper and tomato seedlings ready for the earth.

Ric Dressen and Lisa O'Brien from the school board have been invited as well as key teachers and the student's families.

Let us know if you can attend.

Paul and Mindy

Paul Thompson
Cool Planet~Neighborhood FUN-Action for Our Planet
Citizens' Climate Lobby- Political Will for a Livable World
952-920-1547-h
612-810-4664-c

Begin forwarded message:

From: Mindy Ahler <mindy@coolplanetmn.org>
Date: May 29, 2015 at 10:52:30 PM CDT
Subject: Join the SELC Celebration on June 7 at 5pm - please let us know you are coming

It's time to celebrate SELC!

Looking forward to our pot luck picnic to celebrate the first year of the Student Environmental Leadership Council, wish good luck to Sunaya and Reilly as they move on after Graduation and make plans for next year.

Sunday, June 7th
5:00 pm
Paul & Mindy's House
4244 Crocker Ave
Edina, MN 55416
952-920-1547

Bring a dish to share (grill available), bring a completed Cool Planet Family Action Plan (for a special prize), bring your parents and family members, and bring your fun selves!

We'll have outdoor games, beverages, a main dish and a Skype call from China with Yuanxi.

Superintendent Dressen, City Council and School Board members have been invited as well as other teachers and key adults working with us to build a "Deeper Shade of Green" Edina. Please invite any other students who would make a good addition to SELC next year.

Please confirm #attending to paul@coolplanetmn.org or text to 612-810-4664

Mindy Ahler
Co-Director, Cool Planet
mindy@coolplanetmn.org
www.coolplanetmn.org
(o/h) 952-920-1547

Heather Branigin

From: Eugene Persha <epersha@aol.com>
Sent: Monday, June 01, 2015 9:07 AM
To: Edina Mail
Subject: Fwd: Needed Response

Eugene Persha
epersha@aol.com

-----Original Message-----
From: Eugene Persha <epersha@aol.com>
To: mail <mail@Edina.Mn.gov>
Sent: Mon, Jun 1, 2015 9:03 am
Subject: Needed Response

Mayor Hovland:

Several times now I have asked for a clarification about your response to a developer proposal concerning a planned project at 7200 France Ave. if you recall, you said after a "non-approval" of a Comprehensive Plan Amendment for this plan to move forward, that the developer has to withdraw the request or he cannot submit another one for a year. Since that has never been commented on since, is that the case today? Is this statement made by you, the correct and actual state of affairs. I have raised this issue several times, and I have not gotten an answer. Staff does not know what the impact of this statement is. I am hoping for a clarification, and I waited a long time already. This is a simple straight forward question pertaining to a developer. I would appreciate it if I would get a prompt answer to this state of affairs. Thank you.

Gene Persha

Heather Branigin

From: Phil Mero <phil.mero@gmail.com>
Sent: Monday, June 01, 2015 9:44 AM
To: Mary Brindle (Comcast)
Cc: Monica Mero; Ross Bintner; Cindy Larson; Scott H. Neal; Andy Porter; James Hovland
Subject: Re: 4419 Grimes

So, I had to squeeze that plan for the driveway out of an unassuming landscaper this weekend, thanks for the help.

He told me that there is going to be a 3 inch cap above the driveway. That's cute. A 3 inch cap is actually going to do more harm than good, providing said runaway car a ramp to be projected even further into our yard.

We need atleast a 12 inch 'cap' to ensure that cars will stay out of our yard. We need a meeting with City and Builder and preferably Cade and/or Brian to talk through this major concern/issue this week. I want all parties at the table.

Let me know when all are available either early morning or late afternoon.

http://articles.latimes.com/2012/jun/30/business/la-fi-autos-lexus-recall-20120630

On Wed, May 27, 2015 at 2:53 PM, Phil Mero <phil.mero@gmail.com> wrote:
Thanks Mary. Looked for the house you are referencing and wasn't able to find. Would you have an address?

As you will see in this photo, the stone foundation that has been installed is just that, foundation. It is in no way a retaining wall, as it stops at the point where the driveway will be laid.

That, in turn is the point of contention for us with this mind-boggling driveway design. In the photo you will notice the driveway CLIFF that has been created that falls off 10-12 feet into our backyard. That is directly where I place our backyard hockey rink every winter. I would hate to see a car end up in our backyard with a rink full of kids, etc. Again, even if we are looking at .01 % chance of the neighbor accidentally stepping on the gas, hitting an ice patch, driving tipsy, driving distracted, etc there needs to be some sort of barrier to ensure that a 'runaway' vehicle does not impede our property, risking the safety of our children and property.

Landscaping would be appreciated, but we need to see a plan for some sort of solid barrier on the southeast corner of the driveway to ensure the safety of our family/property.

If this can't happen, we strongly believe that the best solution would be for the builder to have to relocate the garage doors to the front of the garage facing the street. Seeing as both builder and city made a major gaffe in allowing for this design to be executed, we will hope that this can be considered.

Finding a formidable solution to this issue would actually serve as a wonderful PR platform for the city, showing their constituents how they course corrected a major mistake on behalf of a neighbor and longtime resident.

You've been able to support our neighbors and friends the Plaetzer's, we are asking for the same. I am including the builder in this note as timing is of the essence.

Thanks in advance.

Phil and Monica Mero

On Tue, May 26, 2015 at 1:21 PM, Mary Brindle <mbrindle@comcast.net> wrote:
Hello Monica and Phil,

I wanted to touch base with you since you have both sent messages since we met in your front yard.

As for a barrier at the edge of the new driveway, I recall that a row of shrubs or trees was discussed when we were together. It was mentioned that the driver would feel the vegetation as they approach the edge of the driveway. A curb edge that would be similar to the curb along your driveway was also discussed. I won't suggest that I can provide a design for either of these, just that these ideas were discussed.

Over the weekend, I drove past a home with a similar approach to the garage. The lot size and front yard measurements seemed to be similar to 4419 Grimes. I did not stop in. The home is located in Edina on 44th Street, a block or two West of France Avenue. It is located on the North side of 44th Street. This home has a double garage as I recall. The overall garage approach appears similar to me. If you are in the area, you might drive by to see how it compares to the the project next door to your home.

Mary Brindle
mbrindle@comcast.net
612-270-9887 call or text

--
Sincerely-

Phil Mero
612.963.0852

--
Sincerely-

Phil Mero
612.963.0852

Heather Branigin

From: Eugene Persha <epersha@aol.com>
Sent: Monday, June 01, 2015 1:33 PM
To: Edina Mail
Subject: Concerns

Members of the Edina City Council:

I continue to have concerns about pending redevelopment projects.

1) GRANDVIEW

I found it interesting and highly irregular to have another option, a building office building, thrown into the mix of options for Grandview at this late stage. And then, to have this pulled off the table soon after, makes one wonder how this whole process works. If there was anything that should be added, it should have been an expanded community building of some type since it has received the most focus from the public continually. Who makes these decisions? Does the public play any part in this? Does the "development" interests even use the Grandview I concept as a guiding plan? To have no community members on this design team is not only exclusionary, but it is downright offensive. Do you know how Caesar Pelli designed the Minneapolis Public Library? He did it with community input with the design process? It looks as if this Grandview design team does not even know what the emphasis and concepts were stated from the Grandview I group!

Unfortunately, Bill Nuendorf is up to his old ways: not answering questions raised about the process, seeking out ideas from the interested public, nor even interacting with them in a soliciting way as to seek out ideas from our residents. It is widely assumed Mr. Neuendorf represents the developer's interests as opposed to the residents'. That is why we get more commercial input(options). A prime example is to have two of the original three options having a 10-12 story building at the top of Eden Ave, the northern most point of Grandview. Nowhere, and I mean nowhere, did any ideas of Grandview I or any other input from the community even contemplate this. And why was the building here? The view from the top of the hill! We need a much more representative and including process.

2) 7200 FRANCE AVE.

We have a new restaurant at 7600 France in the planning stages, and as usual, the developer wants a Planned Unit Development(PUD). If you have followed the Small Area Planning Process for Southdale, you would see that this topic has come up numbers of time. What is significant about the discussion of PUD is that it is not to be taken in isolation, i.e., one building at a time. It was originally meant to fit into a total concept. We cannot even let this process take its course before the usual continued exceptions are always asked for. Do you ever why every major building project in the Southdale area for the last dozen years either had a variance or now, a PUD, or a custom or spot zoning? Because more can be had easily.

And then to the continued extensions for that proposed building, 7200 France, is so wrong that it defies any semblance of good government. How the Council cannot approve an amendment to the Comprehensive Plan, but it is not official since it was not signed off(BAD) and to keep giving extensions, some with no explanation offered, and no timeline, no end game, is really, really bad government. It is made further objectionable because the Comprehensive Plan, in effect, gives the authorization or lack thereof, to continue on this process. I find this continuance null and void just for this reason. Mayor Hovland, you said at the outset of this de facto denial of an amendment to the Comprehensive Plan, that if it was not withdrawn by the developer, then they could not submit another application for a year. Is this the case? Someone answer that question for me! It has to be either retracted with an explanation or sustained as matter of Council business. And to have no real procedures about giving extensions, and extensions with no end, and to give extensions to favor a developer as opposed to residents' interests, is not only biased ,but wrong from a governmental procedural operating way. It is just plain bad government! I have said this several times now. I get no response, no invitation to dialogue on this, no answer to my questions, and no consistency on how one proposed project

works when compared to another. And then, where are the residents in all of this? We are in the obvious secondary role we seem to paly on every one of these big development projects. Who represents whom here?

The whole posture here on both points I brought up is that our public left out in a meaningful way. You know we do have ideas and perceptions and visions of the desired future good. Maybe we need to be asked about them? As Cool Hand Luke once said: "We have a failure to communicate."

Gene Persha

Heather Branigin

From: Diane Rice <jdarice@msn.com>
Sent: Monday, June 01, 2015 2:37 PM
To: James Hovland; Mary Brindle; Ann Swenson; Robert Stewart; Kevin Staunton; Scott H. Neal
Subject: Letter to the Edina City Council and Memorandum from David Mitchell
Attachments: Scott Neal memo re Bruce Avenue_Bruce Place 05.22.15[2].DOCX

Dear Council Members,

In the last few weeks the residents of Bruce and Bruce Place have met to discuss our continued concern over what is happening to our streets.

David Mitchell wrote an excellent review of his understanding as to the Living Streets plan and how it pertains to our street and cul de sac. He discusses the chain of events that led to the decision as to our street's plan. That memorandum is included at the end of my message and I ask that you take the time to read it.

David Mitchell, Cary Schilling and Mark McCary had a meeting with Jim Hovland and Scott Neal. Ann Swenson also attended. Cary sent our neighbors a synopsis of the meeting.

While we have respectfully approached Jim and Scott with our thoughts, I think it is still very important for you all to realize we continue to be very concerned and frustrated by how our street is being redone. The safety of our street and the cul de sac are of utmost importance to us.

One of the facts of the Living Streets plan is "to promote safety and convenience." We don't feel that either are being accomplished by reducing the cul de sac size or with one side parking. There has also been the comment that the current plan was "developed when the car was dominant". Too frequently we have heard from you that in the future this will not be the case.

I'm not sure what streets you are living on, but on our street, there are only 4 homes that have a single car. All the other homes have 2 cars, with several homes having 3 cars. There are families with children who will soon be drivers, and they will have a car as well. Just as 30+ years ago, there are still moms and dads driving kids to school, to traveling soccer and hockey games...this isn't going to change. The majority of us will continue to drive to work because the buses don't travel to our worksite. Stand at 50th and Bruce and you will see that the dominance of cars is not decreasing.

On every Monday, there are 6 recycling and sanitation trucks that go up and down our street. Everyday a Fed Ex truck, UPS truck, USPS truck and school buses are using our street and cul de sac. Each week there are 10, yes,10 landscaping/ lawn services with their trailers that take care of lawns on our street. Where do they park? And each day there are cars that cut through on Bruce to avoid 50th and France or Halifax. And there are those attending St. Stephens Church who regularly park on our street.

Over two thirds of our driveways are single drives. That means that we play the pull in/ pull out game with two cars. We frequently park one of our cars on the street and any service trucks or construction trucks (and there are many) park on the street. Our guests park on the street. This is not a little, country road that doesn't have much traffic. And to insinuate that in the future it is going to become one, with less traffic, is kind of ridiculous.

In David's comments and research of the Living Street plan, he notes that each of our homes will have approximately 1/2 parking space!!! He also states, as part of the plan, a 27 foot wide, local street may have parking on both sides of the street. Both sides of the street parking is street calming…it slows the traffic and increases the safety!

So, an arbitrary decision was made to make our streets a one side parking street with NO PARKING signs in the yards on the other side. There has been no research as to why. And when our neighborhood's opinion was given, in petition form and survey form, that we would like to continue with parking on both sides; it was ignored. The resulting suggestion at the latest meeting was… we'll try half year this way and half year that. Why????

We the residents, are happy with the way it has been. It has worked for the safety of the motorists, walkers and bikers in the past. And we, who live here, feel that by making one side a driving/ walking/ biking FAST lane is going to do nothing but make our lovely street an unsafe environment. It will not "providing meaningful opportunities for active living or better living" as the plan suggests.

We feel your plan for our neighborhood has been dictated to us. Our opinion, as to which of the 27 foot plans works for us, is not being considered. Why is the logic of those of us who live on the street and know the "use and safety" of the street, so undervalued by you? What is it you feel you know that we don't? Do you walk to 50th every morning on the street, do you drive up and down Bruce Street everyday? Do you try and pull out onto 50th? Do you try and turn from 50th onto our street? Do you stand at the bus stop at the end of the street daily? WE DO!!

This is exhausting and I am weary of the "we know better than you" attitude, when there is no evidence to prove the need to change. I ask that you use common sense and consider what is truly best for our street. I realize this is the first test of the Living Street Plan. Will you please do as your plan envisions? Think of the past, think of the future. Sorry, but the cars on this street aren't going to decrease. Nice thought; but not realistic. And the safety of our street AND the convenience for us does need to be considered for the future.

Please, listen to our concerns. Please do not reduce the size of the already too narrow cul de sac and please just leave the parking alone. It works. We really don't need to reinvent the wheel...be it car wheel or bicycle wheel. Sincerely, Diane Rice

MEMORANDUM

To: Scott Neal, City Manager
City of Edina

From: David L. Mitchell, 5011 Bruce Avenue

Date: May 22, 2015

Re: Bruce Avenue, Bruce Place Issues

Mr. Neal:

The residents of Bruce Avenue south of 50th Street and Bruce Place are upset and frustrated with 2 aspects of the Arden Park Road and Sewer Reconstruction project:

- Narrowing the width of the Bruce Place cul de sac
- Restricting parking to the east side of Bruce Avenue

The City's decisions on these matters seem arbitrary to the residents for the following reasons:

- They are not based on any historical evidence of parking or traffic problems on Bruce Avenue or the experience of residents of Bruce Avenue and the Bruce Place cul de sac who live with it on a daily basis.
- They are not based on any third party evidence or research presented by or cited to by City staff. Nowhere in the Edina Engineering Department's November 2014 Study or in any prior presentation concerning the Arden Park streets project does anyone state (or reference any authority that says) "if you reduce the width of a local street to 27 feet, you must/should limit parking to one side of the street."
- They are not based on Edina's *Living Streets* Plan, adopted by the City Council at the May 6, 2015 meeting. That Plan neither requires nor necessarily recommends one-side parking on 27 foot wide streets. The Plan provides that in the case of Local Streets of 27 foot width, the parking options are "None, one or both sides of the street, depending on context."[1] No reason was articulated for restricting parking to one side of Bruce.
- The decision regarding parking was not based on a City-wide policy decision of the Council to limit parking to one side of all 27-foot wide streets in the City.
- The decisions were made with absolutely no resident support for the changes but rather unanimous opposition of the residents.

Parking on One-side Only

Until the November 2014 Engineering Study, no earlier City presentation addressed the parking configuration of a 27-foot wide Bruce Avenue.

The width of Bruce Avenue was itself a "moving target" in the months leading up to the City Council's December 2014 meeting. As of July 31, 2014, Bruce Avenue was depicted as a 24-foot wide street and City staff so stated in response to a resident's question at that time. While a City Proposed Schematic Street Plan dated September 22, 2014 later depicted Bruce Avenue as being 27 feet wide, the companion City presentation of the same date was silent as to both the width and the parking rules planned for Bruce Avenue.

Bruce Avenue south of 50th Street is a unique, curved one and one half block street with a hill beginning at the intersection with Bruce Place and winding down to Arden Avenue. As provided in the *Living Streets* Plan, [a]lthough many streets look more or less the same, every street is a unique combination of its neighborhood…natural features, street design, users, and modes. To accommodate these differences, the City will ...Seek input from stakeholders [and] Be mindful of existing land uses and neighborhood character." Bruce Avenue residents strongly believe that their concerns and input have been ignored.

Restricted parking to the east side of the street will not only be an inconvenience for the residents, their guests and service vehicles, but will instead create more safety issues for pedestrians. The north half of the east side of Bruce already has many feet of natural "no parking" areas: the feet before the stop sign on 50th Street, the number of driveway entrances, the increased number of fire hydrants and required adjacent "no parking" areas. Because many of the driveways on Bruce are short, there is a need for parking on both sides of the street. By limiting parking to the

east side of the street, Bruce Avenue residents will have less than 1/2 on-street parking space per house on the entire street.

As noted above, on-street parking is considered an appropriate traffic calming measure in the *Living Streets* Plan. The residents strongly believe that restricting parking to the east side of Bruce Avenue will create, rather than ameliorate, safety concerns. With or without parking on the west side, because of the curvature of Bruce Avenue, a pedestrian's or bicyclist's vision of on-coming traffic from either direction is un-obstructed. However, by reason of the elimination of parking on the west side, cars traveling in both directions will likely travel faster on Bruce.[2]

We believe that the foregoing reasons provide the "context" that merit Bruce Avenue being treated differently from others in the neighborhood.

Bruce Place Cul de Sac

In its November 2014 Engineering Study, City engineering staff stated as follows:

> "The existing pavement footprints of the cul-de-sacs for Bruce Avenue and Gorgas Avenue are larger than necessary."

The Bruce residents who live on and experience the cul de sac 365 days a year STRONGLY disagree with this statement. They routinely experience the difficulties encountered by large vehicles (e.g., waste management trucks, lawn maintenance trucks and trailers, FED EX trucks, etc.) trying to turn around or park in the cul de sac. The prospect of an even smaller – 10 feet smaller (5' on each side) - footprint creates the likelihood that these large vehicles will now have to BACK THEIR WAY OUT of the cul de sac into on-coming Bruce Avenue traffic. This is a HUGE SAFETY CONCERN of the residents. Children and pets are not readily visible to large vehicles traveling in reverse. Moreover, given the reduced number of parking spaces that would be available on Bruce if one-side only parking is imposed, guests and invitees of cul de sac residents will have much farther to walk to their destinations in the cul de sac, again, a safety issue for pedestrians. The problems for such pedestrians are only excerbated by snow piles and winter conditions.

There is a significant difference in the cul de sacs for Bruce and Gorgas. There are no homes on over one-half of the Gorgas "circle" whereas the Bruce cul de sac is surrounded entirely by homes. More homes and more resultant traffic require a larger footprint on Bruce than on Gorgas.

As reflected in the minutes of the City Council's December 9, 2014 meeting, when questioned by Council Members about the reduced size of the cul de sacs and the effect on driveways, Chad Millner answered that "the cu-de-sacs were being reduced by three to four feet and the City would work with the property owners to mitigate impacts."

Residents of the Bruce cul de sac report that their concerns expressed regarding the reduction in footprint, based on their experiences of having lived on the cul de sac for many years, were, in fact, totally ignored by the City's engineering staff. There was absolutely NO EFFORT made by City staff to engage the affected residents and to demonstrate how things would work in a smaller cul de sac.

Given their long time experience in living on Bruce Avenue, the residents believe that the City's decisions to narrow the Bruce Place cul de sac and to restrict parking to the east side of Bruce Avenue, both decisions made ostensibly to promote safety, will actually have the opposite effect of creating more safety issues.

Based on the foregoing, we respectfully request that the City do the following:

1. Construct the Bruce Place cul de sac at its pre-project width; and

2. When the new 27-foot wide Bruce Avenue is completed, permit parking on both sides of this unique one and one half block street.

   If after one year, specific and measurable evidence is presented that parking on both sides has resulted in increased safety problems or issues, then consider instituting parking limited to one side of Bruce.

David L. Mitchell
ROBINS KAPLAN LLP
800 LaSalle Avenue | 2800 LaSalle Plaza | Minneapolis, MN 55402
Direct: 612.349.8282 | Fax: 612.339.4181 | DMitchell@RobinsKaplan.com

[1] On-street parking is one of the traffic calming measures listed in the *Living Streets* Plan as appropriate for Local Streets.

[2] The 20′ allocated to travel lanes on Bruce Avenue after completion of the project is actually greater than the 16′ allocated to travel lanes on the former 30′wide street with permitted parking on both sides.

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Thank you in advance for your cooperation.

Heather Branigin

From: Zavier Bicott <zavier.bicott@gmail.com>
Sent: Monday, June 01, 2015 4:33 PM
To: James Hovland
Subject: EDITED: We invite you to visit our Facility! General Sports - Braemar Arena

Please excuse the typos!

We have been a community member of Edina since 1962 when our home location at 5025 France Ave S, Minneapolis MN 55410 was constructed at the 50th & France location. General Sports has given tens of thousands of dollars to promote sports in the community as well as other non-profit organization committed to enriching our community.

On Mon, Jun 1, 2015 at 4:26 PM, Zavier Bicott <zavier.bicott@gmail.com> wrote:
Mayor Hovland,

We have been a community member of Edina since 1962 since our home location at 5025 France Ave S, Minneapolis MN 55410 in the 50 was constructed General Sports have given tens of thousands of dollars to promote sports in the community as well as other non-profit organization committed to enriching our community.

In March of 2013 we opened a second store connected to the Braemar Ice Arena. Expanding has been a great success!

Let us know a date and a time that works with your schedule, It would be an honor to have you visit our new location.

Thanks!

General Sports Staff

Zavier Bicott

General Sports Retail Associate
Candidate for State House 50B
Minnesota Young Republican Chairman

952-270-7277

Heather Branigin

From: Sandy Simmons <ssimmons47@gmail.com>
Sent: Monday, June 01, 2015 5:29 PM
To: James Hovland; Mary Brindle; Ann Swenson; Robert Stewart; Kevin Staunton; Scott H. Neal
Cc: Diane Rice; McCary, Mark @ Minneapolis; Diane McCary; joanE Cell; David L. Mitchell; Cary Schilling; Pat Lawrence
Subject: Bruce Place

Edina City Council and Edina City Manager,

We live daily with the construction on our street but, most importantly, the imminent finality of your decisions for the size and livability of the finished product. By petition and survey of all Bruce Avenue/Bruce Place residents, there is unanimous concern for the safety and functionality of the current plan you have approved.

The cul de sac, which originally had issues with being too small for large vehicles to turn around, is slated to become 10 feet smaller. Daily there are a number of large vehicles (deliveries, Fed Ex, waste trucks, lawn service vehicles to name a few) which will have to go in reverse to navigate the new smaller sized circle. Add the snow piles in winter months, it will be even smaller with even less visibility. Small children, pets, the pedestrians who will have to cross Bruce Avenue because of parking only on the east side of the street will be at risk as these vehicles are backing up with limited visibility. There is nothing that is safe or safer about this. Have you actually looked in person at the situation you are approving, one that we experience every day?

The one sided parking will actually be creating more foot traffic on the street as people have fewer places to park. The traffic on the street will be moving faster because of the 'thoroughfare' that has been created with one sided parking.

As residents we are genuinely concerned with your decisions and very frustrated that we have not been listened to. The Living Streets Plan specifically states that "every street is a unique combination of its neighborhood.....street design, users, and modes" and the city will "seek input from its stakeholders". The city is not following this with Bruce Avenue/Bruce Place. The unanimously expressed concern by our street should alert you that this needs more careful consideration. Please follow your Living Streets Plan and listen to the input we are giving you.

We are all being assessed for this improvement to our street. It would be wonderful to end up with a finished product that we feel was done in our unique and best interest.

Kevin and Bob, as the new council members, have chosen to not involve themselves in what they decided was a previous decision. Respectfully, this is happening NOW - we are asking for the CURRENT City Council to review this decision. We need support from our representatives that we elected to represent us now. Bruce Avenue/Bruce Place is urging our City and our City Council to please listen to these concerns.

Thank you,
Sandy and Cal Simmons
5038 Bruce Place

Heather Branigin

From: JoanE Mitchell <jemitchell922@gmail.com>
Sent: Tuesday, June 02, 2015 8:53 AM
To: Diane Rice
Cc: James Hovland; Mary Brindle; Ann Swenson; Robert Stewart; Kevin Staunton; Scott H. Neal; David L. Mitchell; McCary Diane; Mark @ Minneapolis McCary; Cary Schilling; Pat Lawrence; Sandy Simmons; lisastanley5@gmail.com; patolson5@icloud.com; Karen Mcelrath
Subject: Re: Letter to the Edina City Council and Memorandum from David Mitchell

Thank you Diane for your time & energy spent in this process. Your words ring true & hopefully will be heard. This "test case" situation has been and is ,to say the least , frustrating especially when the Living Streets Plan has become a moving target , even though approved by the council within the past month. As long standing Bruce Avenue residents , tax payers and constituents we deserve to have our "within the Plan" choices approved.
Best Regards, JoanE

Sent from my email jemitchell922@gmail.com

On Jun 1, 2015, at 2:37 PM, Diane Rice <jdarice@msn.com> wrote:

Dear Council Members,

In the last few weeks the residents of Bruce and Bruce Place have met to discuss our continued concern over what is happening to our streets.

David Mitchell wrote an excellent review of his understanding as to the Living Streets plan and how it pertains to our street and cul de sac. He discusses the chain of events that led to the decision as to our street's plan. That memorandum is included at the end of my message and I ask that you take the time to read it.

David Mitchell, Cary Schilling and Mark McCary had a meeting with Jim Hovland and Scott Neal. Ann Swenson also attended. Cary sent our neighbors a synopsis of the meeting.

While we have respectfully approached Jim and Scott with our thoughts, I think it is still very important for you all to realize we continue to be very concerned and frustrated by how our street is being redone. The safety of our street and the cul de sac are of utmost importance to us.

One of the facts of the Living Streets plan is "to promote safety and convenience." We don't feel that either are being accomplished by reducing the cul de sac size or with one side parking. There has also been the comment that the current plan was "developed when the car was dominant". Too frequently we have heard from you that in the future this will not be the case.

I'm not sure what streets you are living on, but on our street, there are only 4 homes that have a single car. All the other homes have 2 cars, with several homes having 3 cars. There are families with children who will soon be drivers, and they will have a car as well. Just as 30+ years ago, there are still moms and dads driving kids to school, to traveling soccer and hockey games...this isn't going to change. The majority of us will continue to drive to work because the buses don't

travel to our worksite. Stand at 50th and Bruce and you will see that the dominance of cars is not decreasing.

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Over two thirds of our driveways are single drives. That means that we play the pull in/ pull out game with two cars. We frequently park one of our cars on the street and any service trucks or construction trucks (and there are many) park on the street. Our guests park on the street. This is not a little, country road that doesn't have much traffic. And to insinuate that in the future it is going to become one, with less traffic, is kind of ridiculous.

In David's comments and research of the Living Street plan, he notes that each of our homes will have approximately 1/2 parking space!!! He also states, as part of the plan, a 27 foot wide, local street may have parking on both sides of the street. Both sides of the street parking is street calming…it slows the traffic and increases the safety!

So, an arbitrary decision was made to make our streets a one side parking street with NO PARKING signs in the yards on the other side. There has been no research as to why. And when our neighborhood's opinion was given, in petition form and survey form, that we would like to continue with parking on both sides; it was ignored. The resulting suggestion at the latest meeting was… we'll try half year this way and half year that. Why????

We the residents, are happy with the way it has been. It has worked for the safety of the motorists, walkers and bikers in the past. And we, who live here, feel that by making one side a driving/ walking/ biking FAST lane is going to do nothing but make our lovely street an unsafe environment. It will not "providing meaningful opportunities for active living or better living" as the plan suggests.

We feel your plan for our neighborhood has been dictated to us. Our opinion, as to which of the 27 foot plans works for us, is not being considered. Why is the logic of those of us who live on the street and know the "use and safety" of the street, so undervalued by you? What is it you feel you know that we don't? Do you walk to 50th every morning on the street, do you drive up and down Bruce Street everyday? Do you try and pull out onto 50th? Do you try and turn from 50th onto our street? Do you stand at the bus stop at the end of the street daily? WE DO!!

This is exhausting and I am weary of the "we know better than you" attitude, when there is no evidence to prove the need to change. I ask that you use common sense and consider what is truly best for our street. I realize this is the first test of the Living Street Plan. Will you please do as your plan envisions? Think of the past, think of the future. Sorry, but the cars on this street aren't going to decrease. Nice thought; but not realistic. And the safety of our street AND the convenience for us does need to be considered for the future.

Please, listen to our concerns. Please do not reduce the size of the already too narrow cul de sac and please just leave the parking alone. It works. We really don't need to reinvent the wheel...be it car wheel or bicycle wheel. Sincerely, Diane Rice

MEMORANDUM

To: Scott Neal, City Manager
City of Edina

From: David L. Mitchell, 5011 Bruce Avenue

Date: May 22, 2015

Re: Bruce Avenue, Bruce Place Issues

Mr. Neal:

The residents of Bruce Avenue south of 50th Street and Bruce Place are upset and frustrated with 2 aspects of the Arden Park Road and Sewer Reconstruction project:

- Narrowing the width of the Bruce Place cul de sac
- Restricting parking to the east side of Bruce Avenue

The City's decisions on these matters seem arbitrary to the residents for the following reasons:

- They are not based on any historical evidence of parking or traffic problems on Bruce Avenue or the experience of residents of Bruce Avenue and the Bruce Place cul de sac who live with it on a daily basis.
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- They are not based on Edina's *Living Streets* Plan, adopted by the City Council at the May 6, 2015 meeting. That Plan neither requires nor necessarily recommends one-side parking on 27 foot wide streets. The Plan provides that in the case of Local Streets of 27 foot width, the parking options are "None, one or both sides of the street, depending on context."[1] No reason was articulated for restricting parking to one side of Bruce.
- The decision regarding parking was not based on a City-wide policy decision of the Council to limit parking to one side of all 27-foot wide streets in the City.
- The decisions were made with absolutely no resident support for the changes but rather unanimous opposition of the residents.

Parking on One-side Only

Until the November 2014 Engineering Study, no earlier City presentation addressed the parking configuration of a 27-foot wide Bruce Avenue.

The width of Bruce Avenue was itself a "moving target" in the months leading up to the City Council's December 2014 meeting. As of July 31, 2014, Bruce Avenue was depicted as a 24-foot wide street and City staff so stated in response to a resident's question at that time. While a City Proposed Schematic Street Plan dated September 22, 2014 later depicted Bruce Avenue as being 27 feet wide, the companion City presentation of the same date was silent as to both the width and the parking rules planned for Bruce Avenue.

Bruce Avenue south of 50th Street is a unique, curved one and one half block street with a hill beginning at the intersection with Bruce Place and winding down to Arden Avenue. As provided in the *Living Streets* Plan, [a]lthough many streets look more or less the same, every street is a unique combination of its neighborhood...natural features, street design, users, and modes. To accommodate these differences, the City will ...Seek input from stakeholders [and] Be mindful of existing land uses and neighborhood character." Bruce Avenue residents strongly believe that their concerns and input have been ignored.

Restricted parking to the east side of the street will not only be an inconvenience for the residents, their guests and service vehicles, but will instead create more safety issues for pedestrians. The north half of the east side of Bruce already has many feet of natural "no parking" areas: the feet before the stop sign on 50th Street, the number of driveway entrances, the increased number of fire hydrants and required adjacent "no parking" areas. Because many of the driveways on Bruce are short, there is a need for parking on both sides of the street. By limiting parking to the east side of the street, Bruce Avenue residents will have less than 1/2 on-street parking space per house on the entire street.

As noted above, on-street parking is considered an appropriate traffic calming measure in the *Living Streets* Plan. The residents strongly believe that restricting parking to the east side of Bruce Avenue will create, rather than ameliorate, safety concerns. With or without parking on the west side, because of the curvature of Bruce Avenue, a pedestrian's or bicyclist's vision of on-coming traffic from either direction is un-obstructed. However, by reason of the elimination of parking on the west side, cars traveling in both directions will likely travel faster on Bruce.[2]

We believe that the foregoing reasons provide the "context" that merit Bruce Avenue being treated differently from others in the neighborhood.

Bruce Place Cul de Sac

In its November 2014 Engineering Study, City engineering staff stated as follows:

> "The existing pavement footprints of the cul-de-sacs for Bruce Avenue and Gorgas Avenue are larger than necessary."

The Bruce residents who live on and experience the cul de sac 365 days a year STRONGLY disagree with this statement. They routinely experience the difficulties encountered by large vehicles (e.g., waste management trucks, lawn maintenance trucks

and trailers, FED EX trucks, etc.) trying to turn around or park in the cul de sac. The prospect of an even smaller – 10 feet smaller (5′ on each side) - footprint creates the likelihood that these large vehicles will now have to BACK THEIR WAY OUT of the cul de sac into on-coming Bruce Avenue traffic. This is a HUGE SAFETY CONCERN of the residents. Children and pets are not readily visible to large vehicles traveling in reverse. Moreover, given the reduced number of parking spaces that would be available on Bruce if one-side only parking is imposed, guests and invitees of cul de sac residents will have much farther to walk to their destinations in the cul de sac, again, a safety issue for pedestrians. The problems for such pedestrians are only excerbated by snow piles and winter conditions.

There is a significant difference in the cul de sacs for Bruce and Gorgas. There are no homes on over one-half of the Gorgas "circle" whereas the Bruce cul de sac is surrounded entirely by homes. More homes and more resultant traffic require a larger footprint on Bruce than on Gorgas.

As reflected in the minutes of the City Council's December 9, 2014 meeting, when questioned by Council Members about the reduced size of the cul de sacs and the effect on driveways, Chad Millner answered that "the cu-de-sacs were being reduced by three to four feet and the City would work with the property owners to mitigate impacts."

Residents of the Bruce cul de sac report that their concerns expressed regarding the reduction in footprint, based on their experiences of having lived on the cul de sac for many years, were, in fact, totally ignored by the City's engineering staff. There was absolutely NO EFFORT made by City staff to engage the affected residents and to demonstrate how things would work in a smaller cul de sac.

Given their long time experience in living on Bruce Avenue, the residents believe that the City's decisions to narrow the Bruce Place cul de sac and to restrict parking to the east side of Bruce Avenue, both decisions made ostensibly to promote safety, will actually have the opposite effect of creating more safety issues.

Based on the foregoing, we respectfully request that the City do the following:

1. Construct the Bruce Place cul de sac at its pre-project width; and
2. When the new 27-foot wide Bruce Avenue is completed, permit parking on both sides of this unique one and one half block street.

   If after one year, specific and measurable evidence is presented that parking on both sides has resulted in increased safety problems or issues, then consider instituting parking limited to one side of Bruce.

David L. Mitchell

<image001.png>

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Direct: 612.349.8282 | Fax: 612.339.4181 | DMitchell@RobinsKaplan.com

[1] On-street parking is one of the traffic calming measures listed in the *Living Streets* Plan as appropriate for Local Streets.

[2] The 20′ allocated to travel lanes on Bruce Avenue after completion of the project is actually greater than the 16′ allocated to travel lanes on the former 30′wide street with permitted parking on both sides.

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Thank you in advance for your cooperation.

Robins Kaplan LLP
http://www.robinskaplan.com

<Scott Neal memo re Bruce Avenue_Bruce Place 05.22.15[2].DOCX>

Heather Branigin

From: JoanE Mitchell <jemitchell922@gmail.com>
Sent: Tuesday, June 02, 2015 8:59 AM
To: Sandy Simmons
Cc: James Hovland; Mary Brindle; Ann Swenson; Robert Stewart; Kevin Staunton; Scott H. Neal; Diane Rice; McCary, Mark @ Minneapolis; Diane McCary; David L. Mitchell; Cary Schilling; Pat Lawrence; patolson5@icloud.com; lisastanley5@gmail.com; Karen Mcelrath; Ted & Carol Cushmore; carol cushmore
Subject: Re: Bruce Place

Sandy,
My reply to Diane's email to the council apply to your thoughtful, direct statements as well. Thank you for your time & energy in this process.
Best Regards, JoanE

Sent from my iPad

> On Jun 1, 2015, at 5:29 PM, Sandy Simmons <ssimmons47@gmail.com> wrote:
>
> Edina City Council and Edina City Manager,
>
> We live daily with the construction on our street but, most importantly, the imminent finality of your decisions for the size and livability of the finished product. By petition and survey of all Bruce Avenue/Bruce Place residents, there is unanimous concern for the safety and functionality of the current plan you have approved.
>
> The cul de sac, which originally had issues with being too small for large vehicles to turn around, is slated to become 10 feet smaller. Daily there are a number of large vehicles (deliveries, Fed Ex, waste trucks, lawn service vehicles to name a few) which will have to go in reverse to navigate the new smaller sized circle. Add the snow piles in winter months, it will be even smaller with even less visibility. Small children, pets, the pedestrians who will have to cross Bruce Avenue because of parking only on the east side of the street will be at risk as these vehicles are backing up with limited visibility. There is nothing that is safe or safer about this. Have you actually looked in person at the situation you are approving, one that we experience every day?
>
> The one sided parking will actually be creating more foot traffic on the street as people have fewer places to park. The traffic on the street will be moving faster because of the 'thoroughfare' that has been created with one sided parking.
>
> As residents we are genuinely concerned with your decisions and very frustrated that we have not been listened to. The Living Streets Plan specifically states that "every street is a unique combination of its neighborhood.....street design, users, and modes" and the city will "seek input from its stakeholders". The city is not following this with Bruce Avenue/Bruce Place. The unanimously expressed concern by our street should alert you that this needs more careful consideration. Please follow your Living Streets Plan and listen to the input we are giving you.
>
> We are all being assessed for this improvement to our street. It would be wonderful to end up with a finished product that we feel was done in our unique and best interest.
>
> Kevin and Bob, as the new council members, have chosen to not involve themselves in what they decided was a previous decision. Respectfully, this is happening NOW - we are asking for the CURRENT City Council to review this decision. We need support from our representatives that we elected to represent us now. Bruce Avenue/Bruce Place is urging our City and our City Council to please listen to these concerns.

> Thank you,
> Sandy and Cal Simmons
> 5038 Bruce Place

Heather Branigin

From: McCary, Mark @ Minneapolis <Mark.McCary@cbre.com>
Sent: Tuesday, June 02, 2015 9:37 AM
To: James Hovland; Ann Swenson; Scott H. Neal
Cc: David L. Mitchell; caryschilling@gmail.com
Subject: RE: Bruce Ave/Pl roadway discussions

Good morning. I have received several calls this morning from Bruce residents indicating the contractor is ringing doorbells and alerting homeowners that they are in the process of " running strings" for the new curb layout.

Obviously we are worried about the cul de sac, in view of the Mayor's commitment to review our safety concerns regarding the reduction of its diameter by 10 feet. I continue to watch large trucks struggle to make turns in the roadway daily - and the reduced curbs are not even in yet.

We would all appreciate an update on when, specifically, we can meet on site to review the implications of this reduction, prior to any curb work being performed.Thank you, Mark McCary

Mark McCary | Senior Vice President
CB Richard Ellis | Brokerage Services - Office Specialty
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-----Original Message-----
From: McCary, Mark @ Minneapolis
Sent: Sunday, May 31, 2015 8:33 PM
To: jhovland@EdinaMN.gov; aswenson@edinamn.gov, sneal@edinamn.gov; sneal@edinamn.gov>
Cc: David L. Mitchell; caryschilling@gmail.com
Subject: Bruce Ave/Pl roadway discussions

Good evening to all.
I hope you all had a chance to enjoy the rare combination of dry and sunny skies this past weekend!

As a group, I think David, Cary and I came away from our meeting last week feeling good about our working session with you all, and look forward to providing neighborhood input for helping develop parking demand test criteria here on Bruce Avenue that may become a model for evaluating on-street parking requirements for other streets as you introduce the Living Streets initiative throughout Edina.

We are also very anxious to meet with Mayor Hovland and the appropriate City staff on location to re-evaluate the proposed reduction in the diameter of the Bruce Place cul de sac. It was explained that numerous large service vehicles are already choosing to back all the way down from Bruce Avenue rather than try to navigate around a smaller and more constricted cul de sac.

Here is what we understood to be the City's "next steps" at the conclusion of our meeting:

1. Mr. Neal will identify and gather the types of meaningful tests available to measure parking demand, speed of auto travel and line-of-sight travel along Bruce Avenue. This will be shared with representatives of the neighborhood and the

two groups will work to finalize the tests to be conducted in order to effectively measure these areas of concern. Then two separate parking tests will be conducted, each over a 6 month period. The results will be reviewed to determine whether on-street parking will continue on both sides of Bruce Avenue or just one side.

2. Mayor Hovland agreed to review the proposed contraction of the Bruce Place cul de sac with appropriate City staff. The neighborhood representatives have requested an on-site meeting to show how the city's current plans will create very real safety issues if the cul de sac is narrowed as planned.

Once again we are pleased to be able to work with the City to make sure the best interests of all can be fairly reviewed and measured so we can all be proud of the Edina we share.

We are anxious to hear back from the City on the timing for these "next steps" and stand ready to provide timely and thoughtful input.

Thank You,
Mark McCary

Sent from my iPad

Heather Branigin

From: Jennifer Janovy <jjanovy@outlook.com>
Sent: Tuesday, June 02, 2015 2:16 PM
To: James Hovland; ann swenson swenson; Mary Brindle (Comcast); Bob Stewart; Kevin Staunton
Cc: Edina Mail; Scott H. Neal; Bill Neuendorf
Subject: Affordable housing and Southdale 2 TIF

Dear Members of the Edina City Council:

As you consider an affordable housing policy and future investment of Southdale 2 tax increment, please consider the following:

- It has always been known that the Southdale 2 TIF district would generate revenue in excess of what would be needed to pay back the "loan" to Simon plus interest. The TIF plan included several million dollars in fabricated project expenses, thereby putting a claim on this revenue even though, at the time, there was no way to spend it.
- In 2012, the city expanded the SE Edina Redevelopment Project Area to include about half of Edina.
- In 2013/2014 the city requested and was granted special legislation that allows the city to pool increment from Southdale 2 into new TIF housing districts. Pooled revenue can be used to assist projects that include at least 20% affordable units. The new TIF housing districts can be anywhere within the SE Edina Redevelopment Project Area.
- A TIF housing district can last for 25 years. Under the proposed affordable housing policy, units would need to remain affordable for only 15 years.
- Most of the excess revenue from Southdale 2 will be generated from properties in the Richfield School District.
- Three projects have been mentioned to date as possible recipients of TIF assistance from Southdale 2: 66 West, 7200 France, and Grandview. 7200 France and Grandview are in the Edina School District.
- A basic principal of TIF is that a development would not happen "but-for" the use of TIF. The public investment is warranted because it will result in an increased tax base, from which taxpayers will eventually benefit. But when TIF revenue is generated in one taxing jurisdiction and invested in another, taxpayers in the contributing jurisdiction never benefit. They instead subsidize redevelopment that increases a different jurisdiction's tax base.
- 14.5% of Richfield residents live below the poverty level (compared to 4% in Edina). 65% of Richfield students are eligible for free or reduced price lunch (compared to 9% in Edina).

These facts raise some serious questions and ethical issues.

The first one is whether you really intend to take tax increments generated from properties in the Richfield School District and invest them in projects that will eventually benefit the Edina School District.

The second one is whether you really intend to create 25-year TIF housing districts so that you can spend increment from Southdale 2 on projects that include only 20% affordable units--and units that are only affordable for 15 years.

The third is whether you really intended to create a "slush fund" with Southdale 2 that could be used for future projects. The question was asked at the public hearing: What if Southdale 2 generates more revenue than is needed to pay back the "loan" plus interest? Mark Ruff responded that you could end the TIF district early or reduce its size. At no time was it mentioned that the excess revenue would or could be directed to other uses.

Supporting affordable housing is a worthy goal, but so are fairness and integrity.

Please let me know if you have any questions.

Thank you.

Jennifer Janovy