

# REPORT / RECOMMENDATION



**To:** MAYOR & COUNCIL

**Agenda Item #:** VIII. A.

**From:** Debra Mangen  
City Clerk

**Date:** June 17, 2015

**Subject:** Correspondence

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

**Action Requested:**

No action is necessary.

**Attachment:**

Attached is correspondence received since the last Council meeting.

## Heather Branigin

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**From:** Sara Barber <sbarber14@gmail.com>  
**Sent:** Tuesday, June 02, 2015 7:26 PM  
**To:** James Hovland  
**Subject:** Our meeting/discussion at Edina Garden Council luncheon

Mayor Hovland,

I enjoyed meeting you at the Edina Garden Council luncheon on Monday. Per your direction, I am following up with an email to express my support of buckthorn abatement in the city's natural areas and more specifically my interest in the new forestry position within the city of Edina.

My past experience includes time as a city/municipal forester as well as positions in natural area project management and open space preservation within the Chicago region. Following that I oversaw Denver Mayor John Hickenlooper's initiative to plant one million trees.

I would be happy to sit down with the City Manager to discuss Edina's future forestry needs and would certainly like an opportunity to apply for such a position if my experience aligns with those needs.

So enjoyed meeting you, and look forward to future interactions.

Regards,

Sara Jakuc

## Heather Branigin

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**From:** carol cushmore <carcush@hotmail.com>  
**Sent:** Tuesday, June 02, 2015 9:20 PM  
**To:** JoanE Mitchell  
**Cc:** Sandy Simmons; 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  
**Subject:** Re: Bruce Place

We add our support and voice to the excellent letters recently written by our neighbors.

Ted and Carol Cushmore  
5012 Bruce Ave

Sent from my iPad

> On Jun 2, 2015, at 9:06 AM, JoanE Mitchell <[jemitchell922@gmail.com](mailto:jemitchell922@gmail.com)> wrote:

>

> 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](mailto: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

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>>

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## Heather Branigin

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**From:** Phil Mero <phil.mero@gmail.com>  
**Sent:** Tuesday, June 02, 2015 9:53 PM  
**To:** James Hovland; Mary Brindle (Comcast); Cindy Larson; Scott H. Neal; Ross Bintner; Chad Millner; bstewart@edinamn.gov  
**Subject:** Fwd: Driveway fiasco  
**Attachments:** photo 1.JPG; photo 2.JPG; photo 3.JPG

After multiple emails with no response I need action. Do you even care about the safety of your residents? I am in attendance, I hope to speak with all of you.

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

**From:** **Monica Mero** <[monica.mero@gmail.com](mailto:monica.mero@gmail.com)>  
**Date:** Tue, Jun 2, 2015 at 8:55 PM  
**Subject:** Driveway fiasco  
**To:** Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)>

Sent from my iPhone

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Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)

## Heather Branigin

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**From:** Scott H. Neal  
**Sent:** Wednesday, June 03, 2015 12:52 PM  
**To:** Phil Mero  
**Cc:** James Hovland; Cindy Larson; Mary Brindle (Comcast); Monica Mero; Ross Bintner; Chad Millner; kevin@stauntonlaw.com; bob.stewart@theplatinumgrp.com; Charlie Gerk  
**Subject:** Re: Driveway fiasco

Phil -

The City has not ignored your concerns. Council Members and City staff members have personally talked to you, replied to your emails and personally inspected the site.

We are not, however, able to grant you the relief you are seeking because the home you are concerned about is being built in compliance with our City Code. City staff will enforce City Code at 4419 Grimes. We will ensure that your safety concerns are addressed as much as our Code allows us to address them.

Scott Neal  
City Manager

On Jun 3, 2015, at 12:38 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:

Hello-

Attached are photos from my roof showing how incredibly tight this space is, as well as a photo from the backyard showing the driveway 'cliff' that I have been referencing.

I've also attached a gross rendering of what should be the placement of the garage. It is NOT too late to course correct what was a major mistake this was on the cities part in signing off. Again, it's hard to blame shady builder for pulling wool over their 'clients'. That's the game that they play, and unfortunately the city allows them to play. For the city to then grant permission to execute this design is preposterous.

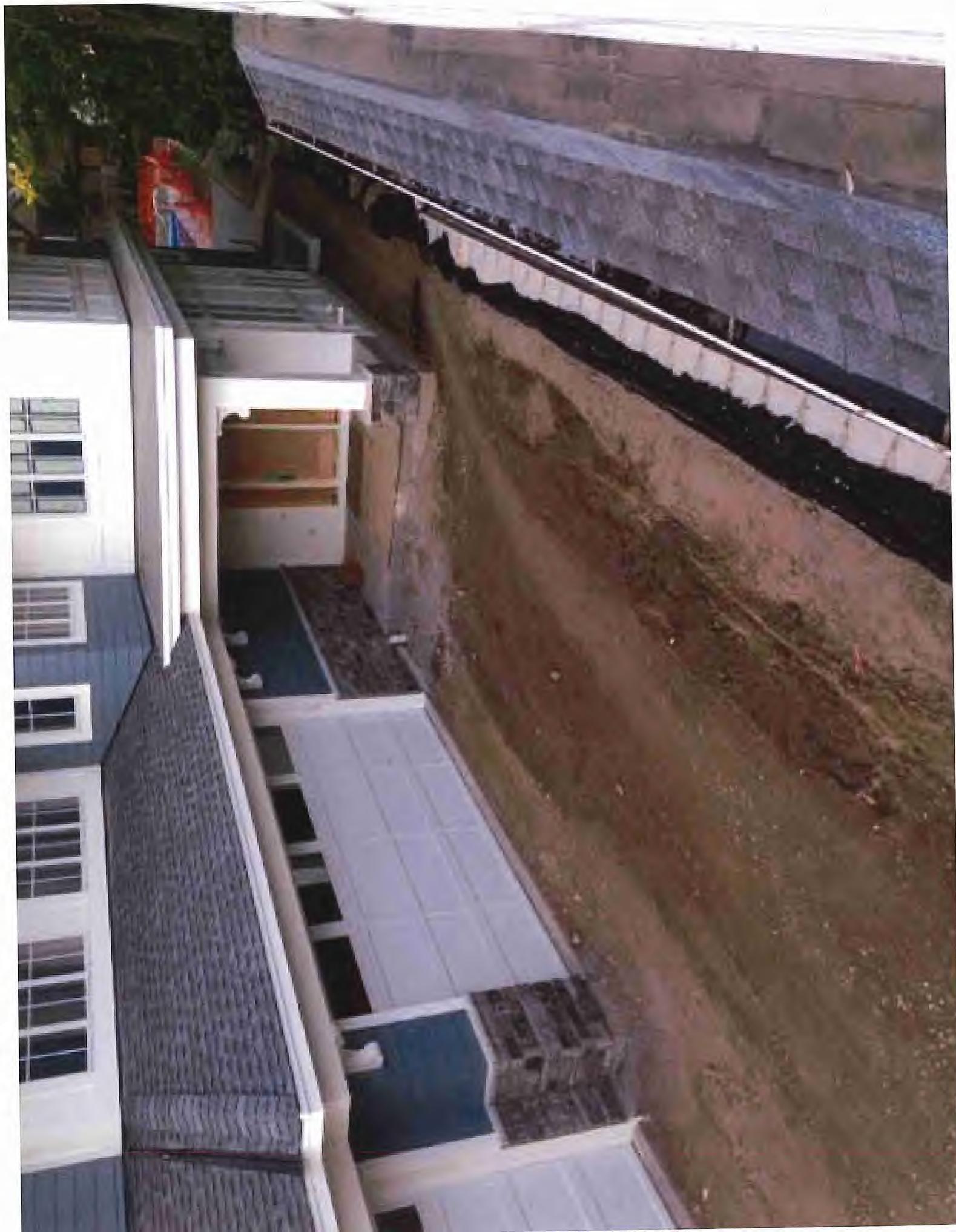
As I've stated in the past, this could be a real win for the city to assume accountability for signing off on a broken design by standing up to these builders and do what's right for their existing residents. This should be a real PR win for the city.

On the contrary, I am hoping that I do not have to leverage my close, personal relationships at the Star Tribune, City Pages, and Pioneer Press that I have teed up to tell our story.

Scott, per our 'visit' last night I look forward to hearing from you today to discuss. I can be reached at 612.963.0852

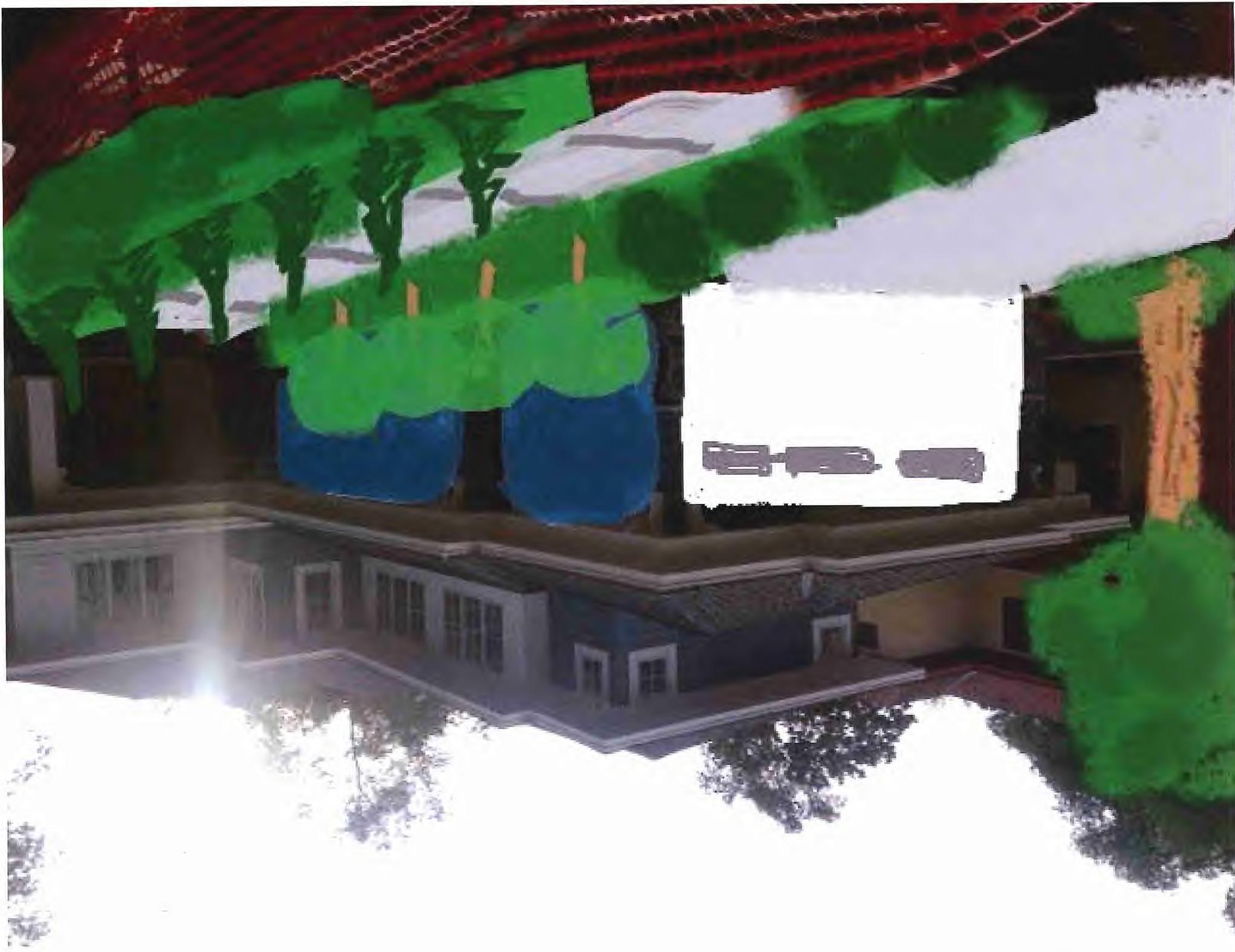
You have time to do the right thing.

Phil Mero











## Heather Branigin

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**From:** Monica Mero <monica.mero@gmail.com>  
**Sent:** Wednesday, June 03, 2015 1:51 PM  
**To:** Phil Mero  
**Cc:** Scott H. Neal; James Hovland; Cindy Larson; Mary Brindle (Comcast); Ross Bintner; Chad Millner; kevin@stauntonlaw.com; bob.stewart@theplatinumgrp.com; Charlie Gerk  
**Subject:** Re: Driveway fiasco

I do need to mention from the very beginning of this experience when we walked through the plan with Charlie Gerk, he said "play nice" with Refined, if you do, they will be fair, if you don't things may not go well. "Play nice". I think about that advice that he gave us and other neighbors and looking back it all makes sense. Refined never once "played nice" with us with simple requests. Refined rarely returns our phone calls or emails. With that, the city needs to start telling the builders to "play nice" to the neighbors and current residents so we are not here at the end of a project feeling totally and completely run over. It baffles me everyday how I see builders run there business. There is no way other businesses get away with even half of the things that builders get away with. I am asking the city to put together a communication plan that the builders need to adhere to. Otherwise, in the end, you all end up with residents down your neck because the builders disregard the residents and future neighbors of there clients. I wish everyone "played nice". Quite unbelievable.

Andy Porter's constant response to our concerns would be, "I'm not tracking". That doesn't even make sense. This is why we are here today with such frustration and distrust with the builders which results on the shoulders of the city.

We need to see something done to insure our property and children our safe.

Monica Mero

On Wed, Jun 3, 2015 at 1:24 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:

Give me a break. Through ALL of our correspondence this is the first that YOU, the City Manager of our fair city has responded. And all we get is a boiler plate response?!?! It took me leaving my kids while putting them to bed and running to city hall to get you to move. This is not good enough. We need to see action. NOW.

It's time to get out of bed with the builders and work on behalf of YOUR constituents. Residents are fed up.

On Wed, Jun 3, 2015 at 1:12 PM, Monica Mero <[monica.mero@gmail.com](mailto:monica.mero@gmail.com)> wrote:

Scott,

It was under pain staking requests to get the city to come out here. We brought this concern up in the early fall when these plans were proposed. The city needs to update there ordinances with these narrow lots. Not all ordinances are going to work for every lot. The city needs to start thinking bigger as they are allowing so many tear downs in our city. These ordinances obviously don't work with all properties.

And please explain to me how you are going to monitor the safety of our children and property 365 days a year

through snow and ice storms. It only takes one quick slip from the driver to make this a horrible situation. We look forward to hearing how you are going to protect our property.

Sincerely,

Monica Mero  
Mother of 3 and life long Edina resident

Sent from my iPhone

> On Jun 3, 2015, at 12:52 PM, "Scott H. Neal" <sneal@EdinaMN.gov> wrote:

>

> Phil -

>

> The City has not ignored your concerns. Council Members and City staff members have personally talked to you, replied to your emails and personally inspected the site.

>

> We are not, however, able to grant you the relief you are seeking because the home you are concerned about is being built in compliance with our City Code. City staff will enforce City Code at 4419 Grimes. We will ensure that your safety concerns are addressed as much as our Code allows us to address them.

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> City Manager

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> Scott, per our 'visit' last night I look forward to hearing from you today to discuss. I can be reached at [612.963.0852](tel:612.963.0852)

>

> You have time to do the right thing.

>

>

>

> Phil Mero

June 2, 2015

TO: Mayor James Hovland and Members of the Edina City Council

I am including our reflection on the Draft of the Implementation part of the Parks Strategic Plan. I hope you will read it and understand our positions. We are including copies for each Council Member and we would like them distributed *before* the next City Council Meeting.

We are encouraged that in the 'priorities' part of the Strategic Plan for the Parks that Arneson comes third after Fred Richards and Braemer Park. However, we have been talking with Ann Kattreh for 2 years and John Keprios since 2009. We appreciate that you may be instituting new systems but we sense that we just keep getting put off...indefinitely. We see definite ways that the Park can be improved and could actually bring in more revenue than it already does with rentals. We hope that a Master Plan for Arneson can be a priority and that the City *will not* consider 'plopping' two historic buildings in the 'open space'.

Thank you.

Sincerely,



Liz Genovese

Liz Genovese,

President, The Edina Garden Council



Subject: Edina Parks Strategic plan draft--- a reflection from the Edina Garden Council, May 2015

To Edina Representatives and city Administrators

The executive committee of the six Edina Garden Clubs, the Edina Garden Council (EGC), has reviewed the Implementation Plan of the Draft for the Strategic Plan for All Edina Parks. Members have attended focus groups and meetings regarding this Planning process.

We support the City's desire to improve an already outstanding Park system. We are including a document concerning our specific interest in Arneson Acres Park. (cf #11 that a Master Plan be created for each Park")

The EGC is passionate about this Park and is eager to work with the City to develop the Park's potential (as proposed in our Vision Statement).

We would like to comment on some specific line items that mention the Garden Clubs or our programs and goals.

- We support the goal of applying for grants to control invasive species. The EGC (Kelodale Club) has been working for several years to eradicate buckthorn around the Art Center and Lake Cornelia Area. This year, in co-operation with the City forester we are undertaking a demonstration buckthorn removal project at Bredesen Park with subsequent establishment of wildflowers and native plants. We encourage the City to obtain a grant(s) to do a major buckthorn removal at Bredesen Park...the walkers deserve to see a healthy woodland with seasonal wildflowers. We are ready to work with the City on resident education regarding invasives, including buckthorn. (cf. 1.2.5, 1.3.7 under 'Natural Resource Goal).
- (1.1.1) We support the hiring of a fulltime resource manager especially as that person can help the citizens of Edina appreciate and learn about the natural areas in the City.
- (1.2.1) We regard Arneson Acres as a valuable Garden and Open Space which should not be compromised but rather enhanced as an "oasis for City dwellers".
- Regarding Strategy 1.3 (natural Resources Goal 1) We would like to note that through the efforts of EGC and the Late Bloomers Club, we have established a Registered Monarch Waystation which includes many species of native plants ( also 2.1.1). Also the Clubs have partnered with the North Star Lily Society to establish a lily bed of MN hybrid lilies which are registered with the *Royal Horticultural Society in Great Britain*. Through Tim Zimmerman,

horticulturist, there are established: a Hosta garden, Peony garden, and Daylily garden all featuring MN hybridized plants. This is a significant garden culture resource.

- Strategy 1.3.4 : The EGC is very supportive of developing a Nature Play Area, professionally designed to encourage parent/child interaction and child interaction with natural elements in a micro environment. This area would also be appealing to all age groups.
- Natural Strategies (Goal 2-2.1.4) We currently volunteer about 950 hours seeding plants and transplanting seedlings for planting in the City Parks. Continuing with our involvement we recommend improvement to/replacement of the older of the two greenhouses. We are able to work with the Horticulturist to provide further plant resources for the City.
- Parks Goal to Promote Connections ( 1.2.1 and 2.2.2): We would welcome upgrades of the restrooms and addition of a drinking fountain at the gazebo in Arneson. The Garden Clubs are working on a map/brochure for Arneson available summer 2015 so visitors can fully appreciate the assets of the Park. We could work with the City Horticulturist and the new Naturalist in providing educational experiences at the Park.
- Strategy 2.1 for Facilities: EGC OPPOSES, strongly, the relocation of Cahill School and the Grange building to Arneson Acres as not appropriate to the purpose of the Park.

The Garden Clubs, as members of the Federated Garden Clubs of MN, and the National organization respects "the value that the natural resources and the natural world provides to their community..." (pg.193 of the Draft) We look forward to working with the City on implementing a Master Plan at Arneson Acres Park. It is long over-due. We believe that Arneson Park is already meeting some of the stated goals of the Strategic Plan. The Park offers a place of serenity and beauty. The MN hybridized plants are important and recognize the valuable work of Minnesotans (and our own Tim Zimmerman, and the Savory's). The Edina Garden Council is proud of the amenities it has added to the Park: Gazebo and the Fountain(s).

We recognize that the formal area of the Park can and does attract people from Edina and surrounding communities for celebratory events and can be a source of rental income for the City. This too can be improved.

Helen Keller once said: "Alone we can do so little; together we can do so much."

"We pledge to protect and conserve the natural resources  
of the planet. We promise to promote education so  
we may become caretakers of  
our air, water, forest, land and wildlife." Federated Garden Clubs

## ARNESON ACRES PARK STATEMENT

In 2009 the Director of Parks and Recreation, Mr. John Keprios, asked the Edina Garden Council to create a master plan for Arneson Acres Park. A committee was convened to draft a statement of vision for the Park, subject to the approval of the Council. Members of that committee were: Deborah Armstrong, Diane Bomsta, Lori Bartz, Laurel Ferris (chair), LaVonne Mountain, Lisa Nelson, Shirley Peterson, Karen Platt, and Kathy Stattine.

Arneson Acres Park is designated by the City of Edina as a 15-acre Special Purpose Park serving a variety of special functions. It is the headquarters of the Edina Garden Council and the Edina Historical Society and houses the Edina Historical Museum. (*and Edina Greenhouses-K.Platt*)

Arneson Acres Park was donated to the City of Edina by Morten and Katherine Arneson in 1969 to help further the development of horticulture in the City park system via the Edina Garden Council membership. In 1986 the Edina Park Board and Edina City Council, in association with the Edina Garden Council and Edina Historical Society, made a recommendation to locate the Edina Historical Museum in the Arneson's former residence using donations from the 1988 Edina Historical lasting memorial fund.

### **The above named committee is proposing the following statement of vision:**

Arneson Acres Park horticultural facilities and grounds are designated as an educational, leisure, and formal garden venue for those who live, work, and play in Edina and the general public. As such, Arneson Acres Park is intended to serve and benefit people of all ages and abilities; it will model conservation and sustainable practices; and the Park and its facilities will continue to serve as the Edina Garden Council's headquarters, making possible the membership's philanthropic outreach.

This statement serves as the first step in creating & implementing a master plan incorporating the Park-specific goals set forth below.

**Arneson Acres Park** will continue to be an educational, leisure and formal garden those who live, work, and play in Edina and the general public BY:

1. providing a peaceful refuge within the city of Edina;
2. showcasing the beauty & diversity of horticulture by blending aesthetic, educational & functional uses harmoniously;
3. serving as the designated horticultural park venue for the Edina Garden Council and City of Edina to provide relevant horticultural programs & services which respond to community needs;
4. providing the public with rental use of the facilities for special events such as weddings, receptions and various social functions.

**Arneson Acres Park** will be a venue designed to serve the horticultural needs of all ages and abilities BY:

1. providing wide access to a variety of garden & horticultural park experiences;
2. providing interactive, age-appropriate horticultural exhibits.

**Arneson Acres Park's** maintenance and future development will model conservation and sustainable practices BY:

1. developing alternative water sources & delivery systems for greenhouse, park irrigation & water feature;
2. focusing on local condition, native plants & appropriate non-native, non-invasive ornamentals;
3. integrating sustainable practice education into the exhibits & programs.

**Arneson Acres Park** and its facilities will continue to serve as the Edina Garden Council's headquarters, making possible the membership's philanthropic outreach BY:

1. using the greenhouse to beautify the city's public spaces.

Background to the EGC Vision Statement:

The City Park & Rec. Dept. asked for EGC input on a vision for Arneson Acres Park (2009). An EGC committee prepared that and it was approved by the EGC and delivered to Park & Rec. last fall. In connection with ... John Keprios, the head of Park & Rec., asked to see the Vision Statement for the EGC. At the end of last year (2009), a committee was formed to revise the existing EGC "Objectives" which were printed in last year's Yearbook. The committee prepared a Mission Statement (who we are and what we do), a Vision Statement (who we will be in the future) and Objectives (the areas of focus that will move the EGC from here to there). This is what is attached.

1/12/10

### **VISION STATEMENT**

The Edina Garden Council will be the primary organization for the fulfillment of the social, community service and educational interests of gardeners and will continue its commitment to the future of Arneson Acres Park.

### **OBJECTIVES**

Membership: Increase and broaden membership.

Arneson Acres Park: In conjunction with the City of Edina, develop a master plan for Arneson Acres Park.

Public Relations and Promotion: Increase public awareness of the Edina Garden Council and Arneson Acres Park.

Education: Provide educational programs for Edina Garden Council members and the community.

Fund Raising: Review Edina Garden Council fund raising plans.

Administration and Records: Organize and store the Edina Garden Council records and historical documents.

### **MISSION STATEMENT**

The Edina Garden Council promotes all aspects of the fine arts of gardening, horticulture and floral design. We support environmental awareness, undertake philanthropic activities and provide related learning opportunities for our members and community.

**Heather Branigin**

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**From:** Mayor Ed Lee <mayorleesf@gmail.com>  
**Sent:** Wednesday, June 03, 2015 3:17 PM  
**To:** Mayor Ed Lee  
**Cc:** stefanie@sgrconsultants.com  
**Subject:** Please Join Me for US Conference of Mayors' Climate Action Reception | Thursday, June 18  
**Attachments:** USMayors\_Climate\_Reception.pdf



# You're Invited!

*Please join San Francisco Mayor Edwin M. Lee for*

## **Mayors' Climate Action Reception**

A San Francisco Host Committee Welcoming Reception for the  
83rd Annual United States Conference of Mayors

Thursday, June 18th 2015

6:00pm-7:30pm

Kilroy Realty Building Rooftop Terrace • 360 Third Street

RSVP your participation with Stefanie Roumeliotas at (415) 402-0303

or [stefanie@sgrconsultants.com](mailto:stefanie@sgrconsultants.com)

*By Invitation Only*

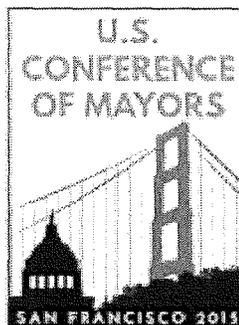
For more information on logistics and agenda, please visit

**[SFEnvironment.org/mayorsclimateaction](http://SFEnvironment.org/mayorsclimateaction)**



SAN FRANCISCO CLIMATE ACTION

# 050 100



## Heather Branigin

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**From:** Jack Rice <ricecompany@aol.com>  
**Sent:** Wednesday, June 03, 2015 5:27 PM  
**To:** James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; Swenson Ann; Scott H. Neal  
**Subject:** Air rights

The subject of air rights came up last night during brainstorming re the Hootens and Edina Realty sites. Upon reflection I believe the sites could be sold with the city retaining future air rights but not for the same price. The price for property without air rights would be less.

Re the sites, I think the Edina Realty site should be cleaned up and paved for temporary parking. If that is considered uneconomic throw some dirt there and grow and maintain grass. Place a tasteful sign saying, "Available", contact Bill Neuendorf, City of Edina, 952-826-0407. The marketplace will soon contact Bill and present a range of uses and prices for the property.

Hootens is a tougher call but it seemed that the cost to make the property fit for occupancy was going to be uneconomic given the uncertain timing and future of the land. Unoccupied, old, dark, buildings are not beneficial to commercial or residential neighborhoods. Demolition and paving is probably the best option. That would probably benefit the Post Office during their service hours and the Damico's and Rice Paper restaurants during the evening.

The above is predicated on the present state of the economy and real estate and financial markets which are highly favorable. Most economists and real estate experts predict at least another two years of similar conditions. That remains to be seen.

Thank you,  
Jack

Jack Rice | 612-341-2464  
4001 West 49th St.  
Edina, MN 55424  
[ricecompany@aol.com](mailto:ricecompany@aol.com)

## Heather Branigin

---

**From:** James Hovland <jhovland@hovlandrasmus.com>  
**Sent:** Wednesday, June 03, 2015 6:25 PM  
**To:** James Hovland  
**Cc:** Scott H. Neal  
**Subject:** RE: Our meeting/discussion at Edina Garden Council luncheon

Sarah, it was nice to meet you on Monday. I am copying the City Manager on this email so you have his contact information. I trust he will talk to you soon.

# H|R

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

---

**From:** Lynette Biunno [<mailto:lbiunno@EdinaMN.gov>] **On Behalf Of** James Hovland  
**Sent:** Wednesday, June 03, 2015 8:27 AM  
**Subject:** [PossibleSpam] FW: Our meeting/discussion at Edina Garden Council luncheon



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389  
[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

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

**From:** Sara Barber [<mailto:sbarber14@gmail.com>]  
**Sent:** Tuesday, June 02, 2015 7:26 PM  
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**Subject:** Our meeting/discussion at Edina Garden Council luncheon

Mayor Hovland,

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My past experience includes time as a city/municipal forester as well as positions in natural area project management and open space preservation within the Chicago region. Following that I oversaw Denver Mayor John Hickenlooper's initiative to plant one million trees.

I would be happy to sit down with the City Manager to discuss Edina's future forestry needs and would certainly like an opportunity to apply for such a position if my experience aligns with those needs.

So enjoyed meeting you, and look forward to future interactions.

Regards,

Sara Jakuc

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No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2015.0.5941 / Virus Database: 4354/9916 - Release Date: 06/01/15

## Heather Branigin

---

**From:** Ganske, Kimberly <KGanske@Briggs.com> on behalf of Perry, Jack Y. <JPerry@Briggs.com>  
**Sent:** Thursday, June 04, 2015 9:26 AM  
**To:** James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com  
**Cc:** Frank Berman; Kendra Lindahl, AICP; Reid Schulz  
**Subject:** Berman's seven-lot development  
**Attachments:** PCDOCS-#7120584-v1-  
BERMAN\_EDINA\_\_MEMO\_TO\_MAYOR\_AND\_COUNCILMEMBERS.docx

**Jack Y. Perry**  
Shareholder

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Cell: 612.644.2042  
Fax: 612.977.8650  
[jperry@briggs.com](mailto:jperry@briggs.com)  
2200 IDS Center | 80 South 8th Street | Minneapolis, MN 55402 | [briggs.com](http://briggs.com)

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2200 IDS Center  
80 South 8th Street  
Minneapolis MN 55402-2157  
tel 612.977.8400  
fax 612.977.8650

## MEMORANDUM

### VIA E-MAIL

**TO:** Mayor Jim Hovland and Councilmembers Mary Brindle, Kevin Staunton, Bob Stewart and Ann Swenson

**CC:** F. Berman  
K. Lindahl  
R. Schulz

**FROM:** Jack Y. Perry

**DATE:** June 4, 2015

**RE:** **Bermans' seven-lot development**

---

Bermans were obviously appreciative of City Council's unanimous (5-0) approval of the preliminary plat for their seven-lot development. But, win or lose, Bermans were truly impressed by the thoroughness and thoughtfulness exhibited by all of City's representatives participating in the multi-faceted review of this proposal. As Cary Teague noted, it is a testament to everyone involved that such a sizable "in-fill" development project like this was left with but one disputed condition.

In the spirit of this cooperative process, I leave you with three positive updates. First, Mr. Gits immediately congratulated Bermans on their approval and, in response, he was strongly encouraged by Bermans (including me personally) to work closely and promptly with Mr. Teague to ensure that his pre-existing water issues can be addressed (to the extent legally permissible) with the improvements made for this development. Second, Bermans' consultants are already exploring creative ways to satisfy the City's required looped watermain without the threat of tree loss. (Similar to Councilmember Brindle's creative "intermittent" curb and gutter compromise, Bermans' consultants will come up with a solution that ensures no tree loss due to the looped watermain!) And, third, Bermans' consultants will be immediately contacting City staff to get the names of builders with whom City has had particularly positive experiences and would appear to be well suited for this unique development.

## ARNESON ACRES PARK STATEMENT

In 2009 the Director of Parks and Recreation, Mr. John Keprios, asked the Edina Garden Council to create a master plan for Arneson Acres Park. A committee was convened to draft a statement of vision for the Park, subject to the approval of the Council. Members of that committee were: Deborah Armstrong, Diane Bomsta, Lori Bartz, Laurel Ferris (chair), LaVonne Mountain, Lisa Nelson, Shirley Peterson, Karen Platt, and Kathy Stattine.

Arneson Acres Park is designated by the City of Edina as a 15-acre Special Purpose Park serving a variety of special functions. It is the headquarters of the Edina Garden Council and the Edina Historical Society and houses the Edina Historical Museum. *(and Edina Greenhouses-K.Platt)*

Arneson Acres Park was donated to the City of Edina by Morten and Katherine Arneson in 1969 to help further the development of horticulture in the City park system via the Edina Garden Council membership. In 1986 the Edina Park Board and Edina City Council, in association with the Edina Garden Council and Edina Historical Society, made a recommendation to locate the Edina Historical Museum in the Arneson's former residence using donations from the 1988 Edina Historical lasting memorial fund.

### **The above named committee is proposing the following statement of vision:**

Arneson Acres Park horticultural facilities and grounds are designated as an educational, leisure, and formal garden venue for those who live, work, and play in Edina and the general public. As such, Arneson Acres Park is intended to serve and benefit people of all ages and abilities; it will model conservation and sustainable practices; and the Park and its facilities will continue to serve as the Edina Garden Council's headquarters, making possible the membership's philanthropic outreach.

This statement serves as the first step in creating & implementing a master plan incorporating the Park-specific goals set forth below.

**Arneson Acres Park** will continue to be an educational, leisure and formal garden those who live, work, and play in Edina and the general public BY:

1. providing a peaceful refuge within the city of Edina;
2. showcasing the beauty & diversity of horticulture by blending aesthetic, educational & functional uses harmoniously;
3. serving as the designated horticultural park venue for the Edina Garden Council and City of Edina to provide relevant horticultural programs & services which respond to community needs;
4. providing the public with rental use of the facilities for special events such as weddings, receptions and various social functions.

**Arneson Acres Park** will be a venue designed to serve the horticultural needs of all ages and abilities BY:

1. providing wide access to a variety of garden & horticultural park experiences;
2. providing interactive, age-appropriate horticultural exhibits.

**Arneson Acres Park's** maintenance and future development will model conservation and sustainable practices BY:

1. developing alternative water sources & delivery systems for greenhouse, park irrigation & water feature;
2. focusing on local condition, native plants & appropriate non-native, non-invasive ornamentals;
3. integrating sustainable practice education into the exhibits & programs.

**Arneson Acres Park** and its facilities will continue to serve as the Edina Garden Council's headquarters, making possible the membership's philanthropic outreach BY:

1. using the greenhouse to beautify the city's public spaces.



# City of Hopkins

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

## NOTICE OF INTENT TO LGUs AND WORKPLAN (AMENDMENT)

Date: June 3, 2015

To: Jan Callison, Chairperson, Hennepin County Board  
Gene Maxwell, Mayor, City of Hopkins  
Terry Schneider, Mayor, City of Minnetonka  
Kelli Slavik, Mayor, City of Plymouth  
Ken Willcox, Mayor, City of Wayzata  
Jeff Jacobs, Mayor, City of St. Louis Park  
James Hovland, Mayor, City of Edina  
Sherry Davis White, President, Minnehaha Creek Watershed District  
Kevin Bigalke, Administrator, Nine Mile Creek Watershed District  
Lanya Ross, Water Supply Planning, Metropolitan Council Environmental Services  
John Freitag, Planner, Minnesota Department of Health

From: Nate Stanley, PE, City of Hopkins

Re: City of Hopkins Wellhead Protection Program

The City of Hopkins is notifying neighboring and overlying units of government of its intent to amend our wellhead protection plan. The goal of the plan is to prevent human-caused contaminants from entering our water supply wells and to protect all who use our water supply from adverse health effects associated with groundwater contamination. This notice is required by the Minnesota Wellhead Protection Rule, part 4720.5300, subpart 3.

The entire project will take 2.5 years to complete. Public informational meetings will be held in January of 2016 for Part 1 and in July of 2017 for Part 2.

In accordance with the wellhead protection rule, the following information must be included in this notice:

1. Wellhead Protection Manager: Nate Stanley  
City of Hopkins  
1010 1<sup>st</sup> St S, Hopkins, MN 55343  
(952) 548-6356
2. Unique Well Numbers: 204573, 204068, 204570, 112228
3. Date Wellhead Protection Plan Amendment Must Be Completed: September 15, 2017
4. General Project Work Plan: See attachment.
5. Missing Data Elements Needed for Wellhead Protection Plan Amendment: None have been identified at this time, however, if you have any data elements that may be helpful, please submit them to me.

Also, if available, please submit: 1) any existing water and related land resource plans and official controls; and 2) a description of conflicts, problems, or opportunities that you want examined and addressed in our wellhead protection plan amendment. Thank you for your assistance in our wellhead protection efforts.

cc: Doug Anderson, Water and Sewer Superintendent, City of Hopkins (via email only)  
Leslee Storlie, WSB & Associates, Inc. (via email only)  
Dave Hume, Leggette Brashears & Graham, Inc. (via email only)  
Trudi Witkowski, Minnesota Department of Health

*Partnering with the Community to Enhance the Quality of Life*

◆ Inspire ◆ Educate ◆ Involve ◆ Communicate ◆

# City of Hopkins Work Plan

## Projected Completion

Step	Date (Month/Year)
<b>Pre-Plan Development</b>	
Letter From MDH Initiating Plan Development	Dec-2013
Public Meeting Held with LUGs (can be combined with Public Information meeting required for the Part 1)	
WHP Manager Appointed	Dec-2014
LUG Team Established (Optional)	TBD
Wellhead Protection Team Appointed	TBD
<b>Part I</b>	
Scoping 1 Meeting Held	Dec-2014
MDH Scoping Decision (Letter)	Jan-2015
Notice of Intent Sent to Local Units of Government (LUGs)	Mar-2015
Prepare Aquifer Test Plan and Submit to MDH	Jun-2015
MDH Approval of Test Plan	Jul-2015
Wellhead Protection Area (WHPA) Delineation	
Drinking Water Supply Management Area (DWSMA) Delineation	
Conduct Vulnerability Assessment	
Vulnerability and DWSMA Submitted to MDH	Sep-2015
MDH Approval of DWSMA, WHPA and Vulnerability Assessments	Nov-2015
Vulnerability, WHPA and DWSMA Submitted to LUGs	Dec-2015
Public Meeting Held	Jan-2016
<b>Part II</b>	
Scoping 2 Meeting Held	Feb-2016
MDH Scoping Decision (Letter)	Mar-2016
Inventory of Potential Source Contamination	
Management Portion of Plan	
Submit Plan to LUGs	Apr-2017
Consider Comments Received by LUGs	Jun-2017
Public Hearing Held	Jul-2017
Submit Plan to MDH	Sep-2017
MDH Review	Dec-2017
MDH Approval	Dec-2017
Provide Notice to LUGs About Plan Approval	Feb-2018
Begin Plan Implementation	Feb-2018

Name of Person Completing This Form	
-------------------------------------	--

## Heather Branigin

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**From:** Andie Schieffert <schiefta@msn.com>  
**Sent:** Thursday, June 04, 2015 1:42 PM  
**To:** James Hovland  
**Subject:** Arden project/Art fair

Greetings Mayor,

The city is working on the Arden road project. As you know the art fair begins tomorrow. Residents have found out through contacting the city today that the city refuses to close off access to our roads during the art fair.

Most residents on Bruce, Arden and Juanita will not have access to our driveways, due to concrete curing, until Friday afternoon which leaves us forced to compete for parking with art fair patrons in the streets. With single-side parking, it will be a huge inconvenience for residents. Also, the roads are a disgusting, muddy mess with all the rain. I know the city is trying to grade the roads, but trucks and cars are parked everywhere. To avoid the mud, art fair patrons parking on or near our streets will most likely walk through yards. Since the city has dug large holes into the yards up and down the streets, walkers will have to go fairly high into the yards, close to our homes. That brings a big safety concern for residents. We already see an uptick in crime during the art fair and Juanita Ave has already had crime since the project began. Add to it we have absolutely no street lighting.

Chad Millner is refusing to accommodate residents in the matter and told me to stake out a spot on the street tonight. It's ridiculous. The art fair traffic on our torn up streets will put residents over the edge--especially if we cannot gain access to our driveways. We are asking that the city close our few blocks on Friday, at the very least. There is still plenty of parking available in other areas for vendors and patrons. Please put tax-paying residents interests over those who may benefit from the art fair.

Hoping you can help in this matter.

Andrea Schieffert  
5044 Juanita Ave  
612.940.4419

## Heather Branigin

---

**From:** Thomas, Mark <MTHOMAS1@Fairview.org>  
**Sent:** Thursday, June 04, 2015 4:31 PM  
**To:** Thomas, Mark  
**Subject:** Aurora on France Ground Breaking Invitation  
**Attachments:** Ground-Breaking Invitation vf.pdf

Please see the attached invitation for the Ground Breaking of Aurora on France.

Thank you,  
Mark Thomas

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# We are excited to invite you!

Dear colleagues, business associates, and friends:

We have broken ground on Aurora on France Senior Living—our new assisted living community connected to Fairview Southdale Hospital in Edina, Minnesota.

We invite you to join us as we celebrate the construction of this premier senior living community offering independent living, assisted living, memory care, care suites and transitional care scheduled to open in Fall of 2016. We hope you can join us.

## Ground-Breaking Celebration



**AURORA**  
on France

*Vibrant Senior Living and Care*

**Tuesday, June 30, 2015**

**9 – 10:30 a.m.**

**6500 France Avenue South in Edina (look for the event tents)**

***Brief program followed by photos and refreshments***

***Parking is available in the Fairview Southdale Hospital ramp.***

***--RSVP by June 26 by calling (612) 874-3432—Thank you--***



## Heather Branigin

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**From:** Jeff Brown  
**Sent:** Friday, June 05, 2015 2:26 PM  
**To:** Mary Brindle; Kevin Staunton; Ann Swenson; Robert Stewart; James Hovland  
**Cc:** Scott H. Neal  
**Subject:** FW: Please join us - Minnetonka Pitch the Commissioner Event June 9

Mayor and Council Members,

Please see the invitation below to an event with the Minnesota Commissioner of Health. This invitation was sent to the cities within Hennepin County with their own Health Departments.

Thank you,



**Jeff Brown, RS, Community Health Administrator**

952-826-0466 | Fax 952-826-0390

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

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**From:** Ehlinger, Ed (MDH) [<mailto:Ed.Ehlinger@state.mn.us>]  
**Sent:** Friday, June 05, 2015 12:58 PM  
**To:** Ehlinger, Ed (MDH)  
**Subject:** Please join us - Minnetonka Pitch the Commissioner Event June 9

Please join us next Tuesday morning at 9 a.m. as we kick off our fourth-annual Pitch the Commissioner summer series with an event at Long Lake Park in Minnetonka hosted by the Minnesota Department of Health and the Hennepin County Department of Health.

The goal of the "Pitch the Commissioner" series is to create a conversation with local officials, community members and state government officials about how to advance public health in their communities. While the horseshoe may not seem like the most obvious tool for advancing public health, spending a few minutes "pitching the shoe" can be a great way to meet up with community members to share public health pitches.

The first "Pitch the Commissioner" event of 2015 will start at 9 a.m. on Tuesday, June 9, at the Lone Lake Park horseshoe pits, at 5624 Shady Oak Road, in Minnetonka. Following the games, I will give a 10 a.m. presentation at the park's lakeside picnic shelter on the topic of what Minnesota needs to do to have healthy people and healthy communities.

As Health Commissioner, I want to hear what Minnesotans have to say about what their communities need to be healthy. Pitching horseshoes is a fun and easy way for people to be physically active and engage in conversation at the same time. Participants will be able to share their ideas with me about improving public health in their community and how the state can help them accomplish their goals. Interest in public health is mandatory; experience and skill with horseshoes is strictly optional!

Edward P. Ehlinger, MD, MSPH  
Commissioner  
Minnesota Department of Health  
625 Robert St. N.  
P.O. Box 64975  
St. Paul, MN 55164-0975  
(651) 201-5810  
Assistant: Sandy Pizzuti  
[Sandy.pizzuti@state.mn.us](mailto:Sandy.pizzuti@state.mn.us)  
(651) 201-5804

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## Heather Branigin

---

**From:** Phil Mero <phil.mero@gmail.com>  
**Sent:** Monday, June 08, 2015 10:24 AM  
**To:** James Hovland; Monica Mero  
**Subject:** Re: Visit next week about 4419 Grimes

We will need to meet at our home as my wife stays home with our 3 kids.

We would also like to personally walk you through the issue at hand.

Dates and times please.

PM.

On Sat, Jun 6, 2015 at 1:48 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:  
Hello Mayor-

My wife and I would like to arrange for a time to come to City Hall to visit with you about this driveway situation.

Let us know a couple dates/times that will work.

Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)

--

Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)

To the Edina Fire Department, and Todd, Andrew,  
Andrew, and Travis:

Thank you so much for spending 3 days  
with us at our Fire Academy! We learned  
so much from you. Be safe!

- Edina High School students  
- Ms. Kate Russell

Thank You Edina

For hanging out with  
us and for teaching  
us fun stuff have a  
great summer.

Thanks for teaching us!

JACKSON

♡♡ Thanks!!!

♡♡

George  
goofy

Thanks for helping  
out on your own  
time - Adam Vincent

Thanks for taking  
time out of your  
day to teach us  
about your awesome  
career & win

Thank you for taking  
time out of your day  
to come out to teach us  
about fire safety.

You guys Rock, stay safe  
Julia Winkelman

Thanks for your  
time! - pat

Thank you for  
everything! It was  
really fun and  
interesting! Hope  
you have a great  
summer.

- Salma Jughader

Thank you!!  
Best fire fighters  
ever!!  
- Ali Muhammed  
(snop)

Thank you  
for your time  
Mustaf

THANKS FOR OPENING UP ~~an~~ an OUTDOOR FOR A JOB

- Genk

## Heather Branigin

---

**From:** Phil Mero <phil.mero@gmail.com>  
**Sent:** Monday, June 08, 2015 11:13 PM  
**To:** James Hovland; Monica Mero  
**Subject:** Re: Visit next week about 4419 Grimes

Mayor-

You will notice at the 2:58:16 mark from Tuesday's meeting that you say the following...*'they can loop me in and I'd be happy to visit with you'*. We deserve the common courtesy of a response.

Wednesday between 11-1:00 works best, or any morning before 8:00.

Let us know what will work for you ASAP.

Phil and Monica Mero

[http://edina.granicus.com/MediaPlayer.php?view\\_id=7&clip\\_id=2133](http://edina.granicus.com/MediaPlayer.php?view_id=7&clip_id=2133)

On Mon, Jun 8, 2015 at 10:23 AM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:  
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Dates and times please.

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Hello Mayor-

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Let us know a couple dates/times that will work.

Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)

## Heather Branigin

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**From:** Kathy Kadane <kathy@freedomtomarry.org>  
**Sent:** Tuesday, June 09, 2015 1:00 PM  
**To:** Kathy Kadane  
**Subject:** Preparation for Decision Day - SCOTUS Schedule Information  
**Attachments:** Decision Day TPs.docx

Dear Mayor for the Freedom to Marry -

You will find attached talking points on each of the scenarios we might see from the Supreme Court this month, as well as a memo for the first day of weddings in non-marriage states, assuming a victory. And below is an overview of days to be on the lookout for a ruling, as well as additional resources and support Freedom to Marry is offering.

In June, the Supreme Court releases opinions every **Monday at 10:00am**. However, the Court very often adds additional opinion days; **those could fall on any day of the week**, although in past years they've been often begun with **Thursdays**. We'll know ahead of time when the Court adds a decision day, though we won't know in advance whether the marriage case is being announced on any given day (unless we get down to the last day).

Right now, 20 opinions remain for the rest of the session, including several big cases as well as marriage. The next potential decision day is **Monday, June 15 at 10:00am**.

When a decision does come down, hopefully affirming the freedom to marry nationwide, Freedom to Marry would love to help amplify what's going on in your town/city. In the event of a victory, we'll be using the hashtag **#LoveWins** on Twitter, but for states where implementation takes a little time and thus same-sex couples cannot promptly marry, there will be additional, state-specific hashtags (for example, **#TXMarriage**, **#ALMarriage**). Freedom to Marry will be following these hashtags and retweeting.

In addition, Freedom to Marry is working with our movement legal organizations -- ACLU, GLAD, Lambda Legal, NCLR -- and others to shape materials and a way of making sure people have all the information we can give them on implementation of the Supreme Court's decision and how to deal with problems or questions that may arise.

If you'd like to help your supporters share photos and stories from Day 1 of celebrations in your town/city, we'll be pushing out this story collection form: <http://www.freedomtomarry.org/page/s/we-want-to-see-your-wedding-photos>

If you need background on the Supreme Court cases: <http://www.freedomtomarry.org/SupremeCourtCases>

Live blog on decision day that will be continually updated: <http://www.freedomtomarry.tumblr.com>

Where to be on the lookout for opinions: <http://www.scotusblog.com>

If you have any other questions, please be in touch and we will do our best to get you the support and resources you need.

Jo Deutsch



## DECISION DAY TALKING POINTS

### FULL WIN

*The Court rules the Constitution guarantees the freedom to marry to all Americans.*

- Today's historic Supreme Court ruling means same-sex couples will soon have the freedom to marry and equal respect for their marriages across America. This ruling will bring joy to families, and final nationwide victory to the decades-long freedom to marry movement.
- This is a momentous win for freedom, equality, inclusion, and above all, love. We can celebrate that ours is a country that keeps its promise of the pursuit of happiness, liberty, and justice for all.
- The justices have affirmed what a bipartisan supermajority—60%—of Americans have come to understand: the freedom to marry is a precious, fundamental right that belongs to all.
- Contrary to our opposition's scary predictions, the 37 states that already have marriage have proven that when gay people share in the freedom to marry, families are helped and no one is hurt. Today's victory will bring joy to hundreds of thousands of same-sex couples and their families who have the same dreams of, and need for, marriage as any others.
- We hope state officials move swiftly to implement the Constitution's command in the remaining 13 states with marriage discrimination. Same-sex couples and their families have waited long enough.
- While the work toward equality for all Americans is far from over, the campaign for the freedom to marry has been transformative in helping Americans understand who gay people are.
- Our movement must harness the momentum from the marriage conversation to the work of securing additional advances towards equality, especially nondiscrimination protections for lesbian, gay, bisexual and transgender Americans. It's unacceptable that hardworking LGBT people can still be fired from their jobs, evicted from their homes, and denied service in restaurants and shops simply for being who they are.



- We must continue the work until the lived experience of gay, lesbian, bisexual, and transgender people is fulfilling, good, inclusive, and equal throughout the land.

## **PARTIAL WIN**

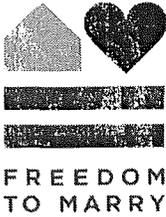
*The Court rules our way partially, requiring states to respect marriages performed in other states but not requiring states to issue marriage licenses to same-sex couples.*

- Today, the Supreme Court affirmed the common-sense reality that couples who are legally married should be treated as what they are – married – no matter where they are living or traveling.
- But the justices failed to uphold the full freedom to marry, and in doing so let down hundreds of thousands of families, let down the national supermajority of Americans who support marriage, and failed to live up to the promise of the country, that each of us comes before our government as an equal. We are one country with one Constitution. The patchwork of marriage discrimination in America is unsustainable.
- This partial victory means we must continue doing the work until committed couples in all 50 states have the freedom to marry the person they love.
- We will continue working the national strategy that has brought us this far – we will win additional states and grow public support until another set of justices gets it right, ensuring that all Americans have the freedom to marry the person they love.

## **TOTAL LOSS**

*The Court rules that the Constitution does not guarantee the freedom to marry for same-sex couples or equal respect for legal marriages performed in other states.*

- This is dark and painful day. It's heartbreaking not just for hundreds of thousands of families, but for all of America. The Supreme Court has let our country down.
- The Supreme Court had an opportunity to end marriage discrimination, but failed families, the Constitution, and the country in ruling against the freedom to marry.



- Same-sex couples want and deserve the same protections, responsibilities, and respect afforded other Americans. This ruling means continued harms and indignity for countless gay and lesbian Americans.
- This out-of-touch decision ignores the reality that the country is ready. A supermajority (over 60%) of Americans back marriage for same-sex couples. It flies in the face of more than 65 federal and state rulings over the past year-and-a-half in favor of marriage.
- History will look back on this day in shame. The Constitution guarantees liberty and equality, and laws prohibiting the freedom to marry for same-sex couples are contrary to those principles and should have been struck down. Today the Court failed in its duty.
- But the irrefutable momentum for marriage in the United States can't be dampened. We will build on the states we have won and the solid majority we have persuaded, and grow the number of states and support so that when the next freedom to marry case comes before the next set of justices, they get it right.
- We must continue doing the work until all committed couples in all 50 states have the freedom to marry the person they love.

## **Q&A - FULL WIN**

### *When will couples be able to marry?*

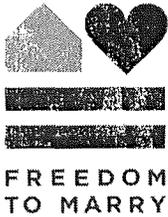
The Supreme Court's ruling means same-sex couples will soon be free to marry in all 50 states. However, because each state processes marriage licenses in its own way, each must also go through its own process of implementation. Although same-sex couples will not be able to marry immediately in some states, we will work with state officials and partners to urge them to put the marriage law into effect as soon as possible.

### *How can couples marry?*

Each state's requirements for obtaining a marriage license differ. For a complete list of necessary documentation, rules about waiting periods, and other information, same-sex couples should check their state's website or contact their local city clerk.

### *What if couples who attempt to marry encounter problems?*

Any couple that is denied the freedom to marry after it has legally gone into effect should contact one of our movement legal groups—the ACLU, Gay & Lesbian Advocates & Defenders, Lambda Legal, or the National Center for Lesbian Rights—for guidance.



How many people are affected by this ruling?

Over 90 million people live in the states that will now newly have the freedom to marry as a result of this ruling. Hundreds of thousands of same-sex couples will have the freedom to marry who did not have it before.

Governor / candidate xxx has vowed to appeal/ignore/make sure this ruling does not go into effect. What will you do about that?

We are a nation of laws, the Constitution is the supreme law of the land, and the Supreme Court has made clear what the Constitution commands. Although a handful of anti-gay opponents might threaten defiance or drag their feet and delay, in a short period of time all remaining bans will be declared unenforceable and the law will be faithfully implemented. All Americans will share in the freedom to marry very soon – at most in weeks, not months. And the ocean of joy that Americans will see in every community will continue to move hearts and minds in favor of the freedom to marry and equal dignity for all.

In the 37 states where same-sex couples can marry, we have already seen the impact: communities flourish, economies grow and thrive, and families are helped. The hundreds of thousands of children that same-sex couples are raising are now guaranteed a legal relationship with both of their parents, and taught that their families are equal to anyone else's family. The freedom to marry comes with tangible protections and security, but just as importantly, it leads to joy, celebration, and a feeling of dignity and respect for gay people and their lives.

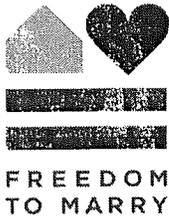
Your opponents say this ruling is like Roe v. Wade and that there will be backlash for years to come. How do you respond to that?

That might be wishful thinking on their part but it's simply not our experience to date and not what we expect based on that experience. We have secured the freedom to marry in some of the most conservative states in the country—states like Utah, Oklahoma, South Carolina, and West Virginia. In those states, implementation has gone smoothly, with little serious resistance. Once we win, Americans can see – and have seen – with their own eyes that families are helped and no one is hurt.

In fact, according to the Williams Institute, in every state that's adopted the freedom to marry, support accelerates. To be sure, not everyone is supportive right now, but our experience is that even with those who aren't presently in support, they witness the joy associated with marriage and it simply doesn't provoke active resistance.

**Q&A - PARTIAL WIN/LOSS**

What are your next steps now?



Our movement will continue to work the strategy that has brought us so much progress so far -- growing the number of freedom to marry states, growing public support, and enlisting allies until another case comes before another set of justices, probably not too many years from now. This will not have been the first time that the Supreme Court got a decision wrong before it got it right, and the American people are way ahead of where the slim majority of justices who got it wrong are.

*Does this mean married couples could have their marriages invalidated?*

Married couples will remain married. They were married legally and the state cannot and will not sunder their marriages.

*Does this mean marriage may be taken away from states that presently allow gay couples to marry?*

In some states, some officials may try to undo the rulings that resulted in the freedom to marry there, while in others responsible officials will understand that it is settled law. And of course, in states where we won under state constitutional holdings, in legislatures, or at the ballot, the question is, indeed, settled. It's likely there will have to be litigation to sort some of it out, against a backdrop of growing majority support for ending marriage discrimination.

## Heather Branigin

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**From:** Suzanne Haugland <suzieph@decoridesigns.com>  
**Sent:** Tuesday, June 09, 2015 1:51 PM  
**To:** swensonann1@gmail.com; Robert Stewart; Kevin Staunton; James Hovland; Mary Brindle  
**Subject:** 5303 Highwood Dr.  
**Attachments:** 5303WestHighwoodDrive.pdf

City Council Members

Attached are photos of the eyesore all of us on Highwood Drive are currently living with. For a year and a half we have lived with a smaller eyesore but for the past 2-3 months this has taken it's place. This is actually a railroad container. This house has not been lived in for the past 29 years that we have lived here. This is the second time the pipes have burst because of freezing. I have talked to the City Planning office and have been told that nothing can be done because it takes six months of someone complaining before anything can be done about it. Even though it is in the street it is not blocking traffic and thus is not a problem for the city. My question to all of you is would you like to be looking at this monstrosity? At what point does the rest of the neighborhood matter? What can we do? Change the ordinance? Modify the ordinance? Just tell us where we start.

Residents of Highwood Drive

[suzieph@decoridesigns.com](mailto:suzieph@decoridesigns.com)



NYKU 6458807

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NY  
LINE

www.nykline.com

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## Heather Branigin

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**From:** Van Berkel, Jessie <Jessie.VanBerkel@startribune.com>  
**Sent:** Tuesday, June 09, 2015 4:00 PM  
**To:** James Hovland  
**Subject:** Regional solicitation questions

Hi Mayor Hovland,

I cover Dakota County for the Star Tribune and I'm working on a story about regional solicitation and how the county's transportation projects fared. I was hoping to talk with you a bit about how the process was different under the Thrive 2040 plan. My deadline is noon Wednesday, please give me a call when you get a few minutes.

Thanks much!

Jessie Van Berkel  
o 952-746-3280  
c 612-516-0121  
[jessie.vanberkel@startribune.com](mailto:jessie.vanberkel@startribune.com)



## Heather Branigin

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**From:** Monica Mero <monica.mero@gmail.com>  
**Sent:** Tuesday, June 09, 2015 10:12 PM  
**To:** Phil Mero  
**Cc:** James Hovland  
**Subject:** Re: Visit next week about 4419 Grimes

Mayor Hovland,

We would appreciate a response. We need to meet with you this week regarding the property next door to us, 4419 Grimes Ave.

We have been patient enough.

Sincerely,

Monica Mero

On Mon, Jun 8, 2015 at 11:12 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:  
Mayor-

You will notice at the 2:58:16 mark from Tuesday's meeting that you say the following... *'they can loop me in and I'd be happy to visit with you'*. We deserve the common courtesy of a response.

Wednesday between 11-1:00 works best, or any morning before 8:00.

Let us know what will work for you ASAP.

Phil and Monica Mero

[http://edina.granicus.com/MediaPlayer.php?view\\_id=7&clip\\_id=2133](http://edina.granicus.com/MediaPlayer.php?view_id=7&clip_id=2133)

On Mon, Jun 8, 2015 at 10:23 AM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:  
We will need to meet at our home as my wife stays home with our 3 kids.

We would also like to personally walk you through the issue at hand.

Dates and times please.

PM.

On Sat, Jun 6, 2015 at 1:48 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:  
Hello Mayor-

My wife and I would like to arrange for a time to come to City Hall to visit with you about this driveway situation.

Let us know a couple dates/times that will work.

Sincerely-

Phil Mero  
612.963.0852

--

Sincerely-

Phil Mero  
612.963.0852

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Sincerely-

Phil Mero  
612.963.0852

--

Monica Mero  
H) 952-681-7583  
C) 612-865-1583

4501 Grimes Ave.  
Edina, MN 55424

## Heather Branigin

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**From:** Monica Mero <monica.mero@gmail.com>  
**Sent:** Tuesday, June 09, 2015 10:36 PM  
**To:** Phil Mero  
**Cc:** Scott H. Neal; James Hovland; Cindy Larson; Mary Brindle (Comcast); Ross Bintner; Chad Millner; kevin@stauntonlaw.com; bob.stewart@theplatinumgrp.com; Charlie Gerk  
**Subject:** Re: Driveway fiasco

City Representatives,

Phil and I are left feeling very disappointed on how this property, and situation have been handled. Everyday when I am in my front yard I get passerby's ask, "how are they going to get in and out of there driveway?? They are going to drive into your house!" .These comments are coming from total strangers, let alone our neighbors and friends! When someone asks where we live, "wow, you live next door to that new build. Again, how are they going to get out of there driveway?? What were they thinking??"

I am shocked the city has not pushed harder with Refined to put in some sort of barrier like we discussed when we met on our property a few weeks ago. I am also shocked that not one of you have replied to any of our emails (aside from Neal's canned note). It is extremely rude. A business can not run this way. I thought working for the city meant working for the community, for the people who reside in the community. It feels to me as though the city is working for the builders to make more money. We are extremely disappointed. Our requests were simple. Trees planted, a retaining wall, that's it along the driveway/garage area to provide safety and security for our property and family. The new owners have put probably \$25k in Arbor Vitae in the backyard and about \$150k in boulders plus a huge pool. It's absurd to think that a 3 inch curb and mulch is sufficient to remedy a very real issue.

The driveway will be going in next week. We plead to you as long time residents of Edina to help your current resident in making both of our living situations better for all.

Sincerely,

Monica Mero

On Wed, Jun 3, 2015 at 1:50 PM, Monica Mero <[monica.mero@gmail.com](mailto:monica.mero@gmail.com)> wrote:

I do need to mention from the very beginning of this experience when we walked through the plan with Charlie Gerk, he said "play nice" with Refined, if you do, they will be fair, if you don't things may not go well. "Play nice". I think about that advice that he gave us and other neighbors and looking back it all makes sense. Refined never once "played nice" with us with simple requests. Refined rarely returns our phone calls or emails. With that, the city needs to start telling the builders to "play nice" to the neighbors and current residents so we are not here at the end of a project feeling totally and completely run over. It baffles me everyday how I see builders run there business. There is no way other businesses get away with even half of the things that builders get away with. I am asking the city to put together a communication plan that the builders need to adhere to. Otherwise, in the end, you all end up with residents down your neck because the builders disregard the residents and future neighbors of there clients. I wish everyone "played nice". Quite unbelievable.

Andy Porter's constant response to our concerns would be, "I'm not tracking". That doesn't even make sense. This is why we are here today with such frustration and distrust with the builders which results on the shoulders of the city.

We need to see something done to insure our property and children our safe.

Monica Mero

On Wed, Jun 3, 2015 at 1:24 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:

Give me a break. Through ALL of our correspondence this is the first that YOU, the City Manager of our fair city has responded. And all we get is a boiler plate response?!?! It took me leaving my kids while putting them to bed and running to city hall to get you to move. This is not good enough. We need to see action. NOW.

It's time to get out of bed with the builders and work on behalf of YOUR constituents. Residents are fed up.

On Wed, Jun 3, 2015 at 1:12 PM, Monica Mero <[monica.mero@gmail.com](mailto:monica.mero@gmail.com)> wrote:

Scott,

It was under pain staking requests to get the city to come out here. We brought this concern up in the early fall when these plans were proposed. The city needs to update there ordinances with these narrow lots. Not all ordinances are going to work for every lot. The city needs to start thinking bigger as they are allowing so many tear downs in our city. These ordinances obviously don't work with all properties.

And please explain to me how you are going to monitor the safety of our children and property 365 days a year through snow and ice storms. It only takes one quick slip from the driver to make this a horrible situation. We look forward to hearing how you are going to protect our property.

Sincerely,

Monica Mero

Mother of 3 and life long Edina resident

Sent from my iPhone

> On Jun 3, 2015, at 12:52 PM, "Scott H. Neal" <[sneal@EdinaMN.gov](mailto:sneal@EdinaMN.gov)> wrote:

>

> Phil -

>

> The City has not ignored your concerns. Council Members and City staff members have personally talked to you, replied to your emails and personally inspected the site.

>

> We are not, however, able to grant you the relief you are seeking because the home you are concerned about is being built in compliance with our City Code. City staff will enforce City Code at 4419 Grimes. We will ensure that your safety concerns are addressed as much as our Code allows us to address them.

>

> Scott Neal

> City Manager

>

> On Jun 3, 2015, at 12:38 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)<mailto:phil.mero@gmail.com>> wrote:

>

> Hello-

>

> Attached are photos from my roof showing how incredibly tight this space is, as well as a photo from the backyard showing the driveway 'cliff' that I have been referencing.

>

> I've also attached a gross rendering of what should be the placement of the garage. It is NOT too late to course correct what was a major mistake this was on the cities part in signing off. Again, it's hard to blame shady builder for pulling wool over their 'clients'. That's the game that they play, and unfortunately the city allows them to play. For the city to then grant permission to execute this design is preposterous.

>

> As I've stated in the past, this could be a real win for the city to assume accountability for signing off on a broken design by standing up to these builders and do what's right for their existing residents. This should be a real PR win for the city.

>

> On the contrary, I am hoping that I do not have to leverage my close, personal relationships at the Star Tribune, City Pages, and Pioneer Press that I have teed up to tell our story.

>

> Scott, per our 'visit' last night I look forward to hearing from you today to discuss. I can be reached at 612.963.0852

>

> You have time to do the right thing.

>

>

>

> Phil Mero

> 612.963.0852<tel:612.963.0852>

>

>

> <photo 1.JPG>

> <photo 2.JPG>

> <photo 3.JPG>

> <proposed garage.jpg>

> <4419 driveway.jpg>

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Sincerely-

Phil Mero

612.963.0852

## Heather Branigin

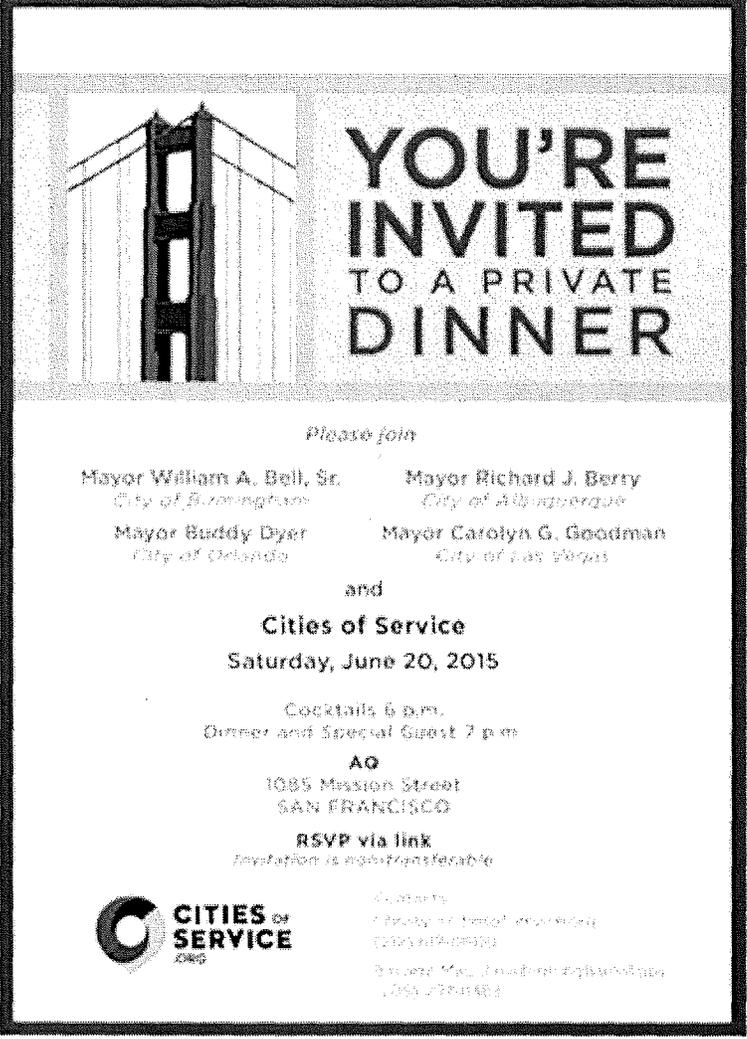
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**From:** Lovia Gyarkye <lovია@citiesofservice.org>  
**Sent:** Wednesday, June 10, 2015 12:00 PM  
**To:** Edina Mail  
**Subject:** Cities of Service Mayor's Dinner - June 20  
**Attachments:** Mayors' Dinner Invitation.pdf

Dear Mayor Hovland,

Sorry that I could not catch you, but I left a voicemail at your law firm. Cities of Service would like to extend an invitation to you for a Mayors' Dinner on June 20<sup>th</sup> in San Francisco around the US Conference of Mayors, hosted by Mayors Bell (Birmingham), Berry (Albuquerque), Dyer (Orlando), and Goodman (Las Vegas). Below are the details - feel free to reach out with any questions. We look forward to seeing you there - [click here to RSVP](#).

Warm regards,  
Lovia Gyarkye



**YOU'RE  
INVITED  
TO A PRIVATE  
DINNER**

*Please join*

Mayor William A. Bell, Sr.  
*City of Birmingham*

Mayor Richard J. Berry  
*City of Albuquerque*

Mayor Buddy Dyer  
*City of Orlando*

Mayor Carolyn G. Goodman  
*City of Las Vegas*

and

**Cities of Service**  
Saturday, June 20, 2015

Cocktails 6 p.m.  
Dinner and Special Guest 7 p.m.

**AO**  
1085 Mission Street  
SAN FRANCISCO

**RSVP via link**  
*Invitation is non-transferable*

 **CITIES of SERVICE**  
2015

City of Service  
1085 Mission Street  
San Francisco, CA 94103  
Phone: 415.774.1111  
www.citiesofservice.org

Lovia Gyarkye  
Cities of Service

120 Park Avenue, 14<sup>th</sup> Floor | New York, NY 10017  
646.324.9208 (o) 646.812.1595 (m)  
lovია@citiesofservice.org

## Heather Branigin

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**From:** Pinger <pinger@visi.com>  
**Sent:** Wednesday, June 10, 2015 12:08 PM  
**To:** Mary Brindle; James Hovland; Kevin Staunton; Robert Stewart; swensonann1@gmail.com  
**Cc:** Chad Millner  
**Subject:** Cornelia Drive sidewalk

Hello City of Edina Council Members,

My wife and I live on Cornelia Drive. We'd like to share our comments and observations about the proposed Cornelia Drive sidewalk. Our comments are based on the objective report findings and recommendation presented by the City Engineering Department and the issue of providing safety to school children.

- School children are currently **safely escorted** across 70<sup>th</sup> Street on the West side of Cornelia Drive.
- Cornelia Elementary School is on the West side of Cornelia Drive. There is a sidewalk in front of the school.
- There is an existing sidewalk partially completed on the West side of Cornelia Drive between 70<sup>th</sup> Street and Dunberry Lane. It would be cost effective and consistent with school safety to complete the sidewalk to Dunberry Lane.
- Using similar logic, it seems natural to continue building the sidewalk along the West side of Cornelia Drive up to 68<sup>th</sup> Street.
- Building a sidewalk on the East side of Cornelia Drive from 70<sup>th</sup> Street to Dunberry Lane would introduce confusion for children and drivers because children would then have the option to cross over 70<sup>th</sup> Street on both sides of Cornelia Drive. This intersection is too busy to put children (and drivers) at risk. The current crosswalk system (and how it is monitored) works safely and effectively.
- As Chad Millner's Engineering Study documented, there are more "impacts" on the East side of Cornelia Drive from Dunberry Lane to 68<sup>th</sup> Street. For example, there are five (5) fire hydrants along the East side of Cornelia Drive from Dunberry Lane to 68<sup>th</sup> Street. There is another fire hydrant on the East side at 70<sup>th</sup> Street.
- Chad's recommendation to cross Cornelia Drive from the West side to the East side at 68<sup>th</sup> Street and build the remaining sidewalk on the East side up to 66<sup>th</sup> Street is consistent with "safety" for residents because that 3-way stop sign intersection is not nearly as busy as the 4-way stop at Dunberry and Cornelia.
- Finally, it would cost more to build the sidewalk on the East side of Cornelia Drive from Dunberry Lane to 68<sup>th</sup> Street based on the larger number of "impacts".

The Engineering Department has provided tangible and specific study information to support the sidewalk construction on the West side of Cornelia Drive from Dunberry Lane to 68<sup>th</sup> Street and then crossing over to the East side to finish the sidewalk from 68<sup>th</sup> Street to 66<sup>th</sup> Street. This is the optimal way to ensure safety for the school children and the most cost-effective option too.

Thank you for reviewing our comments.

Respectfully,

Tom & Kathy Pinger

## Heather Branigin

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**From:** Eugene Persha <epersha@aol.com>  
**Sent:** Wednesday, June 10, 2015 3:09 PM  
**To:** Edina Mail  
**Subject:** Fwd: Needed Response

Mayor Hovland:

It has been almost two weeks, and this is now my fourth attempt, to get a response to the question I have for you. I would appreciate a timely response to a simple question for clarification. If I do not get an answer, then I will address this in a public way, and surely at the next Council meeting I am at. Again, I would like your comment on what the question is as you can see from my attached statement. Thank you.

Gene Persha

-----Original Message-----

**From:** Eugene Persha <epersha@aol.com>  
**To:** mail <[mail@Edina.Mn.gov](mailto: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

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**From:** Phil Mero <phil.mero@gmail.com>  
**Sent:** Thursday, June 11, 2015 7:10 PM  
**To:** James Hovland; Scott H. Neal; Andy Porter; Monica Mero; Eric Nelson  
**Subject:** Re: 4419 Driveway

I recall our new neighbor saying that Andy was in France, hence looping in Eric.

On Thu, Jun 11, 2015 at 7:01 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:

Thank you for your time today Mayor and Scott. I do appreciate the opportunity to voice my concerns in person. I am attaching a photo of the current situation, and a photo with my gross rendering of what we are proposing. Again, we understand that the design was built within 'code', we don't need to hear that again from the builder.

What we are asking is for the builder and our new neighbors to consider what would be a very minimal investment to help curb our fears for the safety of our property, our family, and the potential nuisance that this driveway design will bring. Considering the 10's of thousands of dollars that have been put into the backyard with over 50 arbor vitae's purely for aesthetic purposes it seems that asking for 10 more arbor vitae's and 2-3 more feet on the back end of the retaining wall to ensure the neighbors safety isn't a big ask.

We hope that a 'good neighbor code' can be observed here and that the builder and owners will do what's right. This would benefit both the builder and owners reputation in the neighborhood.

Again, we do appreciate the attention to our very genuine concern.

Thanks in advance.

Monica and Phil Mero  
4501 Grimes Avenue

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Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)

--  
Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)





## Heather Branigin

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**From:** Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>  
**Sent:** Thursday, June 11, 2015 6:11 PM  
**Subject:** SFUSCM 2015 - Sign up for Tech Tours

Hello Mayor,

We are very excited to see you next week for the San Francisco U.S. Conference of Mayors! I am thrilled to host all of you and showcase the innovative work of our pioneering technology companies here in the Bay Area. I would be honored to have you join me for the SFUSCM Tech Tour Program on Monday, June 22 at 2:30pm.

We strongly urge you to register for the Tech Tours as soon as possible as space is limited. Please see the following for the link to register:

<http://mayors.questmanager.com/tech-tours>

**Tour One will feature Autodesk and Kilroy Realty with the closing reception at Twitter.** Learn about the future of cities at the [Autodesk Gallery](#). Tour the award-winning design and engineering museum to see advancements in transportation, infrastructure, buildings, and more. Hear from 3D design and engineering software leader [Autodesk's](#) CEO Carl Bass about the technology tools that are helping reinvent the way cities design, build and manage infrastructure, traffic flow and utilities projects. Hear from John Kilroy, CEO of [Kilroy Realty Corporation](#), on a commercial real estate developer's viewpoint on trends that are shaping our cities through urbanization, amenitization, transportation, and innovation. The Tour will then head to the Twitter Headquarters, home of one of the most popular online social networking services in the world. [Twitter](#) offers the power to create, consume and share ideas and information instantly, without barriers, via mobile apps and online. [Tour limited to 150 participants.](#)

**Tour Two will feature Uber with the closing reception at Twitter.** Join us for a tour of [Uber Technologies](#) Global Headquarters, one of the world's fastest growing startups. The tour will give participants a look inside Uber's creative workspace, and include remarks from Uber leadership that will include details on Uber's expansion around the world, a forecast of what's next for Uber after its 5-year anniversary, and information on the ways Uber can benefit your city. Uber is a technology platform that is evolving the way the world moves. By seamlessly connecting riders to drivers through apps, Uber makes cities more accessible, opening up more possibilities for riders and bringing more economic opportunities to drivers. From Uber's founding in 2009 to its launch in over 300 cities today, Uber's rapidly expanding global presence continues to bring people closer to their cities. [Tour limited to 150 participants.](#)

Once again, we strongly encourage you to register for the Tech Tours as soon as possible, using the following link:

<http://mayors.questmanager.com/tech-tours>

For more information, please call Stefanie Roumeliotes at [415 402 0303](tel:4154020303) or [rsvp@sgrconsultants.com](mailto:rsvp@sgrconsultants.com).

Thank you!

Mayor Edwin M. Lee

City of San Francisco

## Heather Branigin

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**From:** Stephanie K. Mullaney <stephaniemullaney@comcast.net>  
**Sent:** Friday, June 12, 2015 10:19 AM  
**To:** Edina Mail  
**Subject:** For Lynette - Letter to city council  
**Attachments:** Quotes-from-Residents-2015.pdf

Please acknowledge receipt of this document and include it in the correspondence packet to the city council.

I have had problems in the past getting my documents into the packet on time, so I would appreciate an email that this was received and put in the packet today, Friday.

Thank you for your assistance.

Stephanie Mullaney

## QUOTES FROM THE COMMUNITY

Since December 4, 2014

Compiled by Public Grandview

June 12, 2015

To the Edina City Council:

The following document provides public feedback about Grandview / a community center. The period of documentation is December 4, 2014 through June 11, 2015.

This information is being presented in a compilation to further demonstrate that the citizen voices about a true community center are not just from a small group of a few residents.

The following items are NOT included in this document.

- Letters to the Edina City Council – all letters should have been read at the time of receipt of the Correspondence Packets.
- Feedback Information resulting from the April 22 meeting – this was previously provided by Bill Neuendorf in the June 2 packet.

I am in the process of reviewing the information in Grandview update on June 2, as well as reviewing the numbers/calculations from the May 22 working session. Further documentation will be provided.

Stephanie Mullaney  
Chair, Public Grandview  
[www.PublicGrandview.com](http://www.PublicGrandview.com)

# December 4 Meeting – First Public Engagement meeting

## Answers to the “Opportunities” question

### Opportunities

- Community/Rec Center (33)
- Art/Cultural Center/Theater (24)
- Green Space (23)
- Food/Retail/Cafe (22)
- Public Space/Gathering Space/Plaza/Square (21)
- Transit hub / station (20)
- Sustainable/LEED-certified (14)
- Indoor-meeting/gathering space (13)
- Parking: Hidden/Underground (12)
- Mixed-Use/Multi-Use (9)
- Outdoor Space: Four Seasons (9)
- Fitness/Health Club (or a part of community center) (7)
- Garden: Botanical (7)
- Indoor/Outdoor-Space (7)
- Walking-Paths/Bike (7)
- Access Improvements/Reconfigured network (6)
- Highly-Adaptive/Flexible (6)
- Multigenerational (6)
- Outdoor-Performance Space (6)
- Affordable Housing (5)
- Catalyst for Other Development (5)
- Catalyst-for-Development (5)
- Farmers/Flora/Art Markets/Pop-up-shops (5)
- Garden: Community (5)
- Parking (5)
- Performing Arts/Youth-Performance (5)
- Destination (4)
- Indoor-Walking-Paths (4)
- LRT (4)
- Non-Commercial (4)
- Outdoor-Recreation-Space – Playground, Archery, Tennis, Bocce (4)
- Parking: Ramp (4)
- Park/Small Park (4)
- Public Art Space/Walk (4)
- State-of-the-Art Architecture / Architecturally significant (4)
- Bioswales (3)
- Community-Center: Pre-K (3)
- Community-Indoor/Outdoor (3)
- Connection to surround businesses (3)
- Enclosed Indoor-Pool (3)
- Green-Roof (3)
- Museum (3)
- Pedestrian-Friendly (3)
- Senior-Housing (Reasonably priced) (3)
- Solar-Panels (3)
- Amphitheater (2) made with natural topography
- Attraction/Destination (2)
- ArcoReturn (2)
- Bridge over RR (2)
- Community Center: Teens (2)
- Community-Performance Space (2)
- Highway-Cap/Bridge (2)
- Housing-Development: Low-Mid Density (2)
- Housing-Development: Mid – High Density with Views (2)
- Multimodal-Connections (2)
- Naturalized-Plantings/Grasses (2)
- Pedestrian-Scaled Space (2)
- Private-Development- Income (2)
- Senior-Residence (2)

*December 4 Meeting  
Opportunities Question  
continued on next page*

Rainwater-Catchment (2)

Assisted-Living

Art-Gallery

Bicycle-Paths

Bird-Sanctuary

Center for Entrepreneurs

Civic/Municipality-Connections

Community-Center: Seniors

Connect to Existing Parking via tunnel or skyway

Connection for Municipalities

Co-Op-Housing

Daycare

Day/Night-Activities

Exercise -Non-equipment based

Future Train Transit

History (Yancey family, Dun Patch line)

Integrated with SPANVIEW!

Innovative Adaptive Spaces

Large Scale Development

Microbrewery

Minority representation

Multuse-Center

New School Bus Garage

Not a Money Pit

Obelisk - World's tallest!

Oil Drilling Site

Outdoor fitness - yoga taichi

Patting Zoo

Rail connection

Reflective/ Quiet Space

Remove current parking ramps

Senior Center

Signature Statue/Fountain

Small Business

Rain garden

Tree Trenches

Pervious surfaces

Terraced

Unique Fossil

Visitor Center

Wood burning Fireplace

December 4 Meeting  
Opportunities Question  
continued on next page

December 4 Meeting  
ADDITIONAL COMMENTS

Additional Comments:

The following are general comments left by participants on comment forms or highly specified responses in other activities:

- 1) *"Make sure this site is developed at proper level to fit in master plan"*
- 2) *"We need to input! Are you going to survey residents about this? Especially the ones that live close? We need to be able to have the ability to keep this land PUBLIC!"*
- 3) *"Be more explicit and direct on ground rules and protocol of meeting at the start of meeting"*
- 4) *"Would be good to lay out public/private dynamic at start of meeting – I was going off the impression that the site was a blank slate, that attendees could alter site use. Also, more direct questions about site use would be good, not pictures or combine/ define pictures."*
- 5) *In response to weaknesses: "City Government is not responsive to public opinion"*
- 6) *In response to weaknesses: "not valued by some decision makers for potential public use"*
- 7) *In response to weaknesses: "Already handed to ONE developer before city council decided with Edinians what we want built on the property."*
- 8) *In response to weaknesses: "some developer builds condo building by promising large tax input to city."*
- 9) *In response to opportunities: "We need a place for teens and young adults to gather an entertainment venue – a place to have DJ, dances, concerts, plays, "open mic" nights, comedy, etc. Edina is supposed to be such a great p-lace to raise kids but there is NOTHING for them to do once they reach teen years."*
- 10) *In response to opportunities: "A green space and cultural arts activity center. I would like it to be a place where adults and youth can learn the unusual skill or craft from elderly of this community. Take a trip to the City museum in St. Louis, MO. Amazing what's happening there. It's a place of total imagination. Visit the folk art school in Grand Marais. Amazing. Now through into this light rail and bike routes and green space around it and on the roof."*

# January 15 Meeting – Edina High School

## Answers to the "Opportunities" question

### E.H.S. STUDENT RESPONSES

January 15<sup>th</sup>, 2015

#### OPPORTUNITIES:

Café/Restaurant (33)	Bowling Alley (4)	Commerce
Community-center (22)	Laser-tag (4)	Enclosed
Park (14)	Meeting-space (4)	Factory
Ice-rink (12)	All-ages (3)	First-robotics-workshop
Retail (12)	Archery (3)	Flexible
Sports/recreation (10)	Community-garden (3)	Garden
Walking/Bike-paths (10)	Connecting-businesses (3)	Gun-range
Communa-space (8)	Entertainment (3)	Homeless-shelter
Green (8)	Go-Karts (3)	Housing
Performance-space (8)	Gym (3)	Ice-rink (enclosed)
Mixed-use (7)	Multi-season (3)	Lake
Apartments (6)	Plantings (3)	LGBT-space
Attraction (6)	Storage (3)	Monument
Hub (6)	Air-purification (2)	Offices
Movie Theater (6)	Arena (2)	Open-area
Public-space (6)	Farmers-market (2)	Outdoor
Skate-park (6)	Gathering-area (2)	Private-development
Sustainable (6)	Lighting (2)	Revenue
Teen-recreation (6)	Multi-use (2)	Rock-climbing
Indoor/outdoor (5)	Museum (2)	Social-space
Parking (5)	Public-transit (2)	Zoo
Plaza (5)	School (2)	
Unique (5)	Sculpture-garden (2)	
WiFi (5)	Wellness (2)	
Art-Center (4)	Colorful	

# Speak Up, Edina!

Ending February 28

## IDEAS FOR REUSE

*If the property is sold to developers, all infrastructure upgrades should be financed by the developer--no TIF to developers--nothings that comes back to Edina taxpayers in higher utility rates, property tax rates, etc.*

*All along the planning process, the public has asked for an innovative project that will enhance the quality of life for city residents, As I look at city needs, i see two big needs, First, Edina needs a state of the art community center - including the performing arts and fitness/wellness components, The current community center is extremely dated and noy even owned by the city. at some point, i believe the school district will reclaim this space, and the city will have nothing, Because the terrain is multi-level, one could build a multistory building, with entrances on the north and south. The city should have a redevelopment plan for the entire site, including a land bridge across Highway 100, acquire the bus garage and the small shopping center south of Davanni's. the second part of the project should be creating a new community for young creative types - both artists of all varieties and those who design software - along with affordable housing for young city employees, This would be an alternative for young people likely to start up new businesses, I call this EDINA COOL, a place for creative millennials, We should focus on this group rather than building additional high end housing for people who already live here, This generation will not ne in a good position to move directly into half million dollar houses, but in their single and young couple phase, want smaller spaces living next to people im their demographic, this would be suburban competition for Uptown. This kind of vision gives Edina competitive advantage it otherwise lacks.*

*I completely agree w/ above comment(sic). The current ECC is clearly outdated & the former public works site is an ideal location for a community center. The fitness / wellness components should include a walking track, basketball & racquetball courts, fitness equipment and possibly a pool. It could even include some commercial space for a coffee shop & restaurant.*

The city needs a transportation hub at this side of Hwy 100. Whatever is built, I hope there will be thoughtful consideration for parking, bicycles and bus transportation to connect people to the Metro area. Additionally, I would hope that the city would provide an enjoyable WALKABLE area that has some shopping, recreation, arts, restaurants, --really ANYTHING so that the many seniors living in the nearby Grandview area would have a destination and a reasonably attractive place to get outside and walk. I am not one of those residents, although I live nearby and would look forward to using a transportation hub and and a walkable area myself.

Edina Public Schools has stated its goal to sell the bus garage site. Any Grandview plan should incorporate that space. In addition what I saw from Frauenshuh's initial presentation and all the presentations from the other developers was nothing more than an apartment building with a grassy open space for the public space and possibly a small community room as in the library. Even with plantings, paths and benches, that is not a significant public space. It is more like what many commercial buildings have. I don't see how we can let one of the last open public spaces be turned over to development in this way. Public property is for public use and enjoyment.

I echo above (sic) comment that public property is for public use and enjoyment. When the public works facility moved, it created an opportunity to do something great for the community on the site. Yet, the city hasn't sponsored a process devoted solely to exploring public uses for this property. My ideas for reuse: for the short-term, turn it into a park with grassy area and gravel parking lot. Creatively program the space for two to five years (popup markets, free outdoor movies or concerts, skating rink, food trucks) while attending to the transportation issues and exploring the idea of an indoor community facility. Spend some time identifying what would really add to our community and raise money for it. What I don't want to see on the property: Housing of any kind (there is the opportunity for other parcels to redevelop into housing), office building(s), or anything that takes our public land out of public hands.

If Edina really wants to consider itself a premier suburban destination, it needs to create a modern comprehensive community center, perhaps leaving the current community center and maintaining the arts and senior center in some fashion. Otherwise, we stay stuck in the past, watching our suburban neighbors pull ahead of Edina in the mind of the public.

People should know that a TIF district will likely be created to capture revenue from private development. TIF cannot be used for a community building. It can be used for parking, street improvements, and can be given back to the developer to cover eligible expenses. A TIF district takes revenue away from the school district and county for up to 25 years.

The sports dome, arena, liquor stores, etc. all compete against private business. The customer for a community fitness center is not necessarily the same person who would join the Y. Most consumers appreciate choices.

Until we know what something costs, we shouldn't assume taxes would have to be raised to pay for it. Let's not cut the conversation short before really exploring public uses for the site.

When the city moved public works to the new site, it opened up an opportunity to do something great for the community with this land. The comprehensive plan supports acquiring additional land for parks and recreation uses. This land is already owned by the city. It's a no brainer that we should keep it for public use.

A community garden above the park and ride site would create shelter for the cars and yet have all the benefits of building community while raising our own veggies. I like the idea of having open space for arts and games for at least a couple years, giving us the time to more carefully consider more permanent structures.

A January 2014 survey conducted for the City of Edina found that 66% of respondents agreed that publicly-owned land should be retained and used for public purposes only and 61% agree the city should not sell publicly-owned land. 68% agree the city should create more recreational opportunities for people of all ages, and 72% agree the city should create more arts and cultural opportunities. An October 2014 survey conducted for the City of Edina found that 73% of respondents would support a new community center on the former public works site. I believe, at least in my conversations and based on survey data and the comments that others have submitted, that a great many Edina residents favor keeping the site public and preserving it for public use. We don't have financial information at this point to know that a new community center would be a tax drain. The Edina Aquatic Center is profitable and a community center could be designed with profitability in mind. Further, a community center wouldn't have to be constructed immediately. Interim uses are an option while the idea of a community center is explored. As for private development on the site being a tax generator, the taxes would likely be collected in a TIF district for 26 years and used to pay back the developer for project-related expenses. The school district and county also wouldn't see property taxes on the development for 26 years.

An update was presented to City Council on Feb. 3, 2015. Based on the suggestions and comments collected to date, there appears to be shared interest in four types of community facilities on a portion of the site: New Community Recreation Center New Community Arts & Culture Center New Community Performing Arts Center New Multi-Purpose Community Center (welcoming to all ages with indoor and outdoor space)

So, pretty clearly the primary public purpose most people expressed an interest in is some kind of modern community center. That should be the first and best public use for the space. Given the terrain, it would be relatively easy to build a building with underground parking, accessible from the north and south end of the site. This parking could also serve a limited number of apartments (geared toward singles and young couples) and retail shops. At the time this is developed, the city might want to redevelop the shopping center just north of the site, as it has been characterized by heavy turnover. It is also the ideal time to talk with the school district about purchasing the bus garage and providing the school with land to build a replacement garage. It is not time to think small, but come up with a vital new part of the city.

A major portion of this publicly owned property should be devoted to the creation of a new community center for the 21st century. Edina needs to develop a stronger sense of community, or social capital, among our diverse--multigenerational, multicultural--populations. This happens best not at "events", although those have value, but when people interact together, in public space, in the normal course of daily life activities--such as coffee shops, small restaurants, meeting rooms, art galleries, exercise facilities. We have so much to learn from one another, and creating informal relationships of trust and reciprocity with our growing diversity would only enhance Edina's educational efforts, its business climate, and its general competitiveness as one of the nation's best places to live and raise a family.

The question of costs and financing are, of course, of critical importance. My parents taught me, and I taught my children, that if I wanted to achieve something strongly enough, and was willing to work hard for it, it would be accomplished. Surely, if this excellent community has a strong, united, and widely accepted vision of what a 21st century Edina Community Center would offer, we can make it happen.

The hour is late. We need to exercise our responsible citizen skills and participate in the planning sessions the City is offering. We need sufficient time, not sufficiently provided at the Exploration meeting, to ask questions and not only demand answers from officials, but contribute our own creative ideas.

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*Along with the new community center, this could include space for a community garden and maybe a demonstration garden to promote gardening in Edina. If only a community garden, it could combine with gardening/environmental businesses or with the art center. A garden green space on top of the underground parking, possibly.*

*If a thriving bridge with shops is being considered over 100, I believe this area would be a charming spot for a Farmer's Market and Airstream open plaza cafe ground. There is already so much traffic from OLG, the library/senior center complex, and the neighboring condos/apts, that this would be a really nice outdoor space for gathering and socializing. And because you can rent out the lot, you don't have to look for anyone to build of pay. Add some generators and your basically good to go. This could be the upscale bohemian part of Edina. Look to other metropolitans with thriving 30-40 something's as an example.*

*Above comment (sic) sums up my feelings perfectly. Has anyone been to the Burnsville Heart of the City project where there is a large open plaza with seating/tables and natural play space/water features for families to splash in? The businesses around that space are absolutely thriving because 1) it's walkable and 2) the plaza is a green, beautiful, community gathering space where everyone wants to come and hang out. There is also a performing arts center located adjacent to the space. A beautiful public space will add value to the whole area.*

*The old public works property is unfortunately on the wrong side of the tracks for many reasons. I'd like to see a plan that makes it easier to access the existing amenities (shopping, library, etc.) AND a new community center without having to drive to each separately.*

*The city should consider the property currently occupied by the bus garage, Super America and the old Mr. Steak building as the best location for a community center. Parking could be provided on the old public works property, with a skyway or enclosed tunnel to the new community center. A walkway could also be built to Jerry's from the Community center which would greatly improve the accessibility.*

*I think any plan needs to be modular so that it can be adapted and remodeled as additional property around the community center (on the bus garage property) becomes available. The public works site has very limited adaptability.*

*Community Center on 100% public land. Keep it public.*

I second the opinions of the writers above (sic). What is missing in Edina is a centrally, located (near transit) 21st century intergenerational community center. The uses JS suggests are not only appropriate, they are necessary to stay competitive with other communities, attract young families, give teens a safe, healthy gathering place and keep seniors fit and energized. Engagement of the entire community, not just a select few, is at stake.

In recent meetings, the City has called for a fresh start with GrandView. Citizens for a Better GrandView could not agree more. There is now data, collected by the City, to support a fresh start and let go of the pre-conceived notions of developer driven mixed-use on which CAT I, II and III were founded.

Here are the links to the City's recent data:

1. GrandView Community Residents' Survey January 2013 survey:  
[http://edinamn.gov/edinafiles/files/City\\_Offices/Community\\_Development/Planning/Grandview\\_District\\_Update/Grandview%20Res%20Survey%20Prelim%202-27-2014.pdf](http://edinamn.gov/edinafiles/files/City_Offices/Community_Development/Planning/Grandview_District_Update/Grandview%20Res%20Survey%20Prelim%202-27-2014.pdf)
2. City of Edina Comprehensive Needs Assessment Date Assessment:  
<https://www.filesanywhere.com/fsiv.aspx?v=8b6e648e5f676fba6f98>
3. Confluence December 4, 2015 Report  
[http://edinamn.gov/edinafiles/files/City\\_Offices/Community\\_Development/Planning/Grandview\\_District\\_Update/January2015/FPW%20Expl%20Session%2012-4-2014%20Meeting%20Summary%20with%20appendix.pdf](http://edinamn.gov/edinafiles/files/City_Offices/Community_Development/Planning/Grandview_District_Update/January2015/FPW%20Expl%20Session%2012-4-2014%20Meeting%20Summary%20with%20appendix.pdf)

All of the data comes to two main conclusions: 1. The overwhelming majority of residents wish for the former public works site at 5146 Eden Avenue to remain public. 2. A majority of residents are supportive of a new community center at GrandView.

The City will soon release the Parks and Recreation Master Plan. While no conclusions have yet been released, those of us in the community input meetings heard strong support for the preservation of public land and the creation of a community center in GrandView.

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**Speak Up, Edina**  
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**PUBLIC ELEMENTS**

One of the many attributes that make Edina such a great city are the opportunities for families to play together. Edinborough play park and Centennial Lakes are only two examples of the incredible family amenities in Edina. It would be wonderful to see another facility to bring families and the community together.

Adding to that, Edina doesn't really have a year-round pool destination (Edinborough works, but is oriented toward and older crowd). An example that works well is what is in Maple Grove - a pool with slides, a toddler area, etc. and it operates in the black.

Having an adjacent fitness center would be a nice addition too as there is not much else available in this area. Lifetime in SLP is 3+ miles away and is mobbed and the YMCA/Fitness options near southdale are less appealing given the distance. I know there has been some discussion around adding other amenities such as relocating the art center to share maintenance costs and I think this is a good idea.

Finally, the "Park & Hide" option for Metro Transit riders at 50th & 100 should shift to this location. Parking/walking in the current area is hazardous in the winter and there is no shelter from wind/rain/etc.

This property is publicly owned and should be retained as a public asset, at least in part. There are many days in MN when kids need to play inside, and the northern part of Edina doesn't have any destinations for drop-in play. An "open gym" facility would be a wonderful addition for families with young children. A soft climbing structure (like the one at Eden Prairie mall) would be great for very little kids, and a couple of basketball courts or sport courts would be great for older kids. Neither would be terribly expensive, but they would be much appreciated on days that are too cold or wet to take the kids outside.

Earlier I suggested a modern community center, Part one is arts oriented - a theatre (community theatre, musical groups like the Edina Chorale and the Souza band, a performing arts series, etc.), dance studios, visual arts - replacing the art center, and rehearsal space, Part 2 is classrooms for community ed, with the theatre/auditorium for large community meetings, Part 3 is fitness and wellness oriented - similar to what is found at health clubs like the Y. This could be done as a joint venture with the Y or another organization. Having such a multi functional space would allow families to do things together or pursue their different interest at the same space. The primary supporting public functions would be well planned streets, sidewalks and parking, allowing easy access for walkers, bikers, drivers and transit riders, Some have suggested public art as a priority, if working artists live there, it makes sense to have a artist's market where they can display and sell their work.

I think the combined Community Center -- fitness, Art Center, etc. -- is something that Edina is missing that neighboring communities have. For example Chanhassen has one facility with ice rinks, a gymnasium, fitness center, theater with stage, etc. Eden Prairie has ice rinks, pool and fitness center all in one building.

Edina has all those things, and more, but they're all separate facilities -- the Art Center, the Aquatic Center, the fitness center at Edinborough Park, the ice rinks at Braemar Arena.

I'm not sure whether that's good or bad. But bringing them all together as part of this project seems like not the best thing to do.

It seems like it would be a lot of effort and expense that doesn't really get us that much. If we want all the facilities in one spot (which has its pros and cons), it seems like that desire should be the driver. Then find a place with room for it all and go from there.

Public space needs to include a transportation hub so that commuters and casual riders have access and protection to travel throughout the Metro. We need walking space - not more parking lots. Other than Bredeson Park there really isn't much for people to walk to/around in the North of 62/West of 100 area. PLEASE include elements that encourage walking and riding bikes to this location.

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The Development Framework is a vision statement with guiding principles and very detailed implementation steps--such as transportation elements, issues of housing affordability, and the creation of sustainability guidelines--that have not been addressed. Yes, there's been a "community-led" planning process. The Community Advisory Teams and surveys have all supported public use of this public land and a broader public discussion of what the community would like to see on the site.

Nevertheless, a private developer team, Frauenshuh Commercial Commercial Real Estate Group was hired to create "mixed use" public/private development options for the site. They tightly controlled the recent "Exploration Session". Approximately 100 Edina community members attended. We were offered almost no time for discussion of whether some or any of this land should be privatized, and what sorts of public use structures we would like to see on the site. I heartily agree with above's (sic) suggestions. A Grandview Survey showed that 66% of respondents favor retention of this public land, and 73% favor a new community center along the lines suggested by above (sic).

I take big issue with the "seeking ides for a new facility that contains both public and private uses." At the Dec 4 meeting, I specifically asked the question about 100% public use, and it was stated that "all options are still on the table." The city is getting much feedback about keeping the land public, but it appears that it is a topic that is not up for a two way discussion??? If we are not discussing keeping the land public "at this time," when will that discussion take place?

When did the Council specify that they are seeking ideas for a "new facility that contains both public and private uses"? Does "facility" mean a single structure or building?

**Answer to what types of activities should take place:**

Same as current one, plus a place for a community theatre, which could also be used concerts. Also dance studios, fitness center. The list could be quite comprehensive.

It seems like the Council is interested in new tax dollars, which is the pressure to find citizens who want more commercial development. Until those people are identified it is wrong to assume that they exist.

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*I see that this forum will be closed at the end of February. Has an email been sent out to those who were at the public input meeting letting them know that, if they want to respond, they need to do so soon?*

*We should build a community center including space for the Senior Center. If the Southdale Library is closed then it can be moved to the current Senior Center space below. The current Edina Library and that building becomes all Library. Then the city can negotiate with Hennepin County on the Southdale Library location and we have a great location for another major project.*

*Please no more ugly tall buildings. The city has so far succeeded in making France Avenue a concrete jungle of mostly ugly buildings. Time to get back to making Edina a top community with charm and a value placed on quality of life. Housing is not the way to go here.*

*A green outdoor community plaza with gathering spaces and water play features, which could be programmed or not, would drive customers to surrounding businesses. We also need indoor public meeting/gathering space for groups. We need multipurpose public space, not single-use facilities.*

*I love all of the ideas being presented, but the challenge I see with this location is that it's isolated and has absolutely no pedestrian access. The Grandview Square area would have been a better spot for a all inclusive community center.*

*Why can't the school bus facility be moved over to the former Public Works site, and then build a community center on that property with a skyway that goes over to the building that houses the senior center and public library? Better yet, why not build a parking ramp on the School bus property and then build the community center so that it's attached to the library, senior center, etc?*

*The land is public. I would like to see it stay that way. That land "belongs" to Edina residents, and we should have a voice in what is done with it. The large public meeting should have been held BEFORE the framework was formed.*

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*I would love to see this site reserved for public use, perhaps as a community center, with walkable space around it.*

*I was at one of the exploration meetings, and it seemed that 99% of the two hundred or so people present also said they wanted the land to stay public.*

*Yet every time someone said something having to do with public use, the city guy leading the meeting would chuckle, and say something like, "Yes, but we need to listen to everyone," as if there is some phantom group out there that is violently opposed to keeping the land public. Near the close of the meeting, the organizer responded to the obviously overwhelming support for public use by saying, "I see the same familiar faces here, but we need to take everyone into consideration." It was almost as if he didn't like what he was hearing, so he was going to dismiss it as the old sentiment of some radical fringe group that shows up meeting after meeting. (Personally, it was my first time at one of these city meetings. I talked to some of the people around me after the meeting, and the same was true with most of them.)*

*Oddly, the same bias seemed to exist with the consultants who have been hired to get feedback, and they said they were following the direction of the city council, which had insisted on at least some private development.*

*I'm not sure why this bias toward private development exists when it seems like the city voters prefer public use. Perhaps the city council members have been lobbied by private developers, or maybe they are seeking the private development tax money.*

*There was a survey that was referred to in which over 60% of respondents favored public use of the land. This seems like a rather impressive number given that these respondents did not even know what the public use would be at that point. Moreover, I imagine those who favor public use, favor it strongly. They are probably people who live in the north half of Edina, and desperately wish there were some common area (other than the library where you have to whisper). On the other hand, those who responded against private use, probably thought, "Well, we already live close to Edinborough Park and Centennial Lakes, so I guess we don't need any additional public land." That is, those not in favor of public use, may not have felt as strongly as those who favored public use. It would be interesting to see the exact survey questions that were read and the distribution of answers by city quadrant.*

*Regardless of the reasons for the bias toward private use, it does not seem like it should be there in the first place. I hope that our city leaders, and the consultants hired by them, will listen to the majority of voters, and retain this land for public use.*

*Indoor and outdoor spaces to gather and be active. An athletic facility with an indoor swimming pool and a real indoor track for people to meet and run/walk all year long with room for everyone--there could even be a lane for parents with strollers.*

*Outdoor gathering space for all ages with green space and amenities for everyone--kids, seniors & everyone in between. Outdoor spaces should include paths for walking/running and biking, adequate safe lighting, benches, available free drinking water to cut down on plastic water bottles (for example, bubblers or reusable water bottle refilling stations). The site should be accessible to pedestrians, cyclists and transit riders & accessible for all ages & all abilities.*

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**POST OTHER IDEAS HERE**

*If anything does get built on this site with tax dollars there should be tighter fiscal controls then the city has demonstrated in the past on public works building projects. The city should hire a construction project manager to oversee the project to keep track of costs and timeline. The city has demonstrated on several projects that they don't understand what winter does to construction projects and letting deadlines consistently slip should not be acceptable.*

*The land bridge over Highway 100. This would greatly increase the buildable space and create a city corridor from city hall to the new community center, Frankly, given how the project has been conceptualized and based on the choice of developer, the city seems to be repeating a pattern of doing projects without considering future city needs, we need to redesign the city not to satisfy those of us who will not be here in 29 years, but focus on those in the 18-44 age group, who have very different values and lifestyles than their parents and grandparents. They are more tolerant and more focused on relationships and community than their parents - also more collaborative and inclusive, A community center that brings people together rather than isolates them would have a lot of appeal to them, if done right.*

*This article above about prime land in Chicago is the way Edina has to start thinking. Prime land for public use- long run- the city and its residents and millenniums win! No more ugly big box buildings at a prime location.*

*Article was about Maggie Daley Park in Chicago*

*Why don't we build out the bus garage and give them the space, the face-lift they need & the updates that the bus drivers deserve. Then build up a beautiful building with some roof top activities, such as; lawn bowling, ice skating, event center, etc.*

*There have been lots of great suggestions for family-oriented community centers, which our "quadrant" of Edina lacks. As far as commercial use, it would be great to integrate a daycare center as there are no professional daycare centers in NW Edina either (all south of 62 or East of 100).*

*Something special for the residents of North Edina, that all Edina residents can enjoy. No more housing/ congestion needed. Do something for the long term good for the taxpayers and voters to enjoy!*

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CITY COUNCIL BIAS? I favor a public use, such as a community center, for this publicly-owned property. However, it seems that the city council has been biased against this from the beginning. Perhaps that's due to the desire for more tax dollars, or perhaps they've been influenced by developers. Have city council members disclosed whether they receive campaign money from these developers? Are there special relationships that we should know about? (Where are the investigative journalists when you need them? Has the Star Tribune looked into this? What about the Sun Current or Patch?)

The most recent examples: I attended the "Exploratory Meeting." I thought the exploratory meeting was for "exploring" options, whether public, private, or a combination. Yet one of the consultants said that the city council had told him a completely public use for the public land was not an option. And guess who was leading the meeting? The city council appointed the Edina **Economic Development Manager** to lead the exploratory meeting. Wouldn't the Economic Development Manager have an inherent bias toward economic development rather than public development? (The meeting leader's title did not "sink in" until he responded to one of my postings in another forum. At first I thought that I must be misreading his title. Is it any wonder he kept talking down the public options for the land?)

I don't want to be paranoid, but the whole thing seems on the borderline of scandal. I really believe this issue is going to cost some city council members the next election.

This could be "active space" as early as this summer. Mow it. Put out some benches - nothing fancy. Maybe a tent and some tables this summer for temporary outdoor meeting space or a temporary stage. Try some stuff, cheaply. People are calling for public meeting and gathering space, recreational space and arts space. Give them a chance to put that idea to the test. But it doesn't need to be ugly right now.

We recently visited friends in Charlotte, NC who live walkable distance to public land that isn't being used for anything (at the moment), every single Friday night, all the food trucks pull into the lot in a big circle. There is an enormous crowd that gathers with people milling about eating food and listening to local bands that put on impromptu performances. It is SO fun! While not a long term solution, I definitely second Katherine's thoughts above that it could be an "active" (and not ugly) space this summer in this capacity. Yum.

I think this is a great idea if we can stop the private development and need the time to assess community needs. Have some fun summer gatherings on the public property.

Speak Up, Edina!  
Ending February 28  
continued on next page

*I hope we can "step back" from making quick decisions about developing this land. With the controversy about public vs public/private development, we need to see where the PUBLIC really stands on the status of this land. If it has to be a green lawn for a time period, then let it sit, but let's not throw away this last chance to save this land for future generation*

*Speak Up, Edina!  
Ending February 28*

## PUBLIC GRANDVIEW

www.PublicGrandview.com

Endorsers: 120

The following comments are from an **optional** field on the endorsing form.

- *I'm disappointed that the City Council seems more concerned about the interests of the developers than the interests of the citizens.*
- *Please keep this land public.*
- *We need a community center.*
- *Publicly owned land is too precious to turn over to private use. Generations before us paid for this land. There is no price adequate to compensate for this loss of a public resource. Once turned over to private hands, it would be all but impossible to recapture. If there isn't a current pressing public use for the site, plant trees and bushes and grass and make it a respite in this commercial zone until a public need is clearly identified.*
- *It makes a great deal of sense to me to retain public control over a portion of the development area, especially because of the central location of the project. On behalf of the public, that should be the option #4.*
- *In talking to other concerned citizens in the community, I ask that our opinions be listened to and respected. Land in this community is scarce and precious. Let us use it for OUR COMMUNITY and the citizens do this city. I feel strongly that it should NOT be sold for private development, under any circumstances. Please listen to those that elected you! Thank you.*
- *When my daughter was a Brownie, our troop went on a tour of Edina City Hall. One stop was the Council Chambers, where the very nice lady who took us on the tour explained to the girls what a city council was. She asked the girls, "who is the boss of the people on the City Council?" One of the girls replied, "our parents", and the women said, "that is exactly right! Our council is elected by the people of Edina and are responsible to them for running the city." I think if anybody were to ask that question today, the answer would be "the developers!" They are running the city of Edina, deciding what gets built, both residential and commercial. That is all I have to say about the direction of the city of Edina - ugly houses, ugly commercial buildings, lots of money in the pockets of builders, developers, and architects.*

- *Edina needs to look at the future needs of its current residents (taxpayers), which I believe a Community Center provides. The last thing needed is another condo/apartment building/ retail space.*
- *50 years from now your grandchildren will thank you for keeping this land public. Selling is such a shortsighted solution.*
- *I would like to see a convention type center with different venues, much like a fair, but all year long, with areas for people to get their hands dirty and clean up whether it be paint, plants, the library rooms are always busy group serviceability. Edina is central for many local area groups to meet, we could do us proud by creating a gathering of community this suburb doesn't have.*
- *I like the idea of a fitness center...but how much will this cost the residents?*
- *Edina has needed a community center for decades ..... now is the opportunity to establish a facility on one of the last public lands available in the city. Hopefully city officials will accede to the wishes of Edina's citizens.*
- *As parents of a two year-old, with one more on the way, this community center is actually what our family could truly benefit from for many years to come.*
- *I prefer to keep the Grandview space public and available for public use.*
- *Favor public community center.*
- *The current private public approach lacks definition of the Pinlic amenity and as such gives no assurance that the needs of the Public will be met. Either set guidelines for the Public amenity expected or stop the current process.*
- *I endorse using this land for a community center. My previous comments on the city Speak Up pages were written when I believed the city had already killed this idea. I am hoping this groups efforts will be successful in convincing the city council to reconsider and vote to build a community center instead of allowing more business development on this parcel.*
- *Let's dedicate this public property to a public use.*
- *Public Grandview, please!*
- *We wish to see the public works site remain a public site and be used as a community space.*

- *Keep Grandview public! What was always public land should REMAIN the public's land.*
- *Edina is the community it is because of the strength of the people that call this place home, please listen to them! Please do not wholly depend on outside sources, so much is lost in those kind of decisions, it weakens the links.*
- *Unless the city clearly defines the Public use as a part of the RFP to developers I am opposed to the current track for Grandview. The current ambiguous request is a path fraught with problems and puts the citizens at risk for a bad deal.*
- *Keep Grandview land as public space. No more supplementing private business with taxpayer funds...*
- *The 3.3 acres of public land @ 5146 Eden Ave. deserves to be honored & preserved for the future generations. Creating a community center for all ages will enrich everyone who visits.*
- *Absolutely no privatizing please! Keep the entire property in public hands! It's a space that belongs to us all. Land in Edina will be extremely valuable in the near future, and why should our tax dollars make a few individuals billionaires. That land belongs to us and should stay in the hands of the public-- WE THE PEOPLE!*
- *As a citizen who worked on CAT 2 and was appointed by the Council to work on CAT 3, I am dismayed by the Council's vote to ignore the recommendations we were tasked to bring forth. Because they didn't agree 3-2) with us they disbanded us without letting us hire a consultant to flesh out needs and finances before a developer was hired. The reasons given by the 3 council members made no sense to me and indicated they had already made up their minds to either sell this public land or allow private development. I don't think the public realizes this parcel is only 3.2 acres. I also believe the current community center is not adequate for our future needs. It is dark, hard to navigate, difficult to access and uninviting. We can do better as a community and this parcel is a rare opportunity that may never present itself again.*
- *I fear there might be a lot of push-back on this idea from people who like the status quo, but I would love to see a community center that builds TRUE community by thinking about the perspectives of the more marginalized residents of Edina. How can we welcome recent immigrants? Homeless youth? People who are struggling to pay rent? I don't mean a social services space, but rather a community center where ALL residents of Edina are welcome -not just those who want another yoga class or theater venue.*

- *Handing the property over to a developer is simply a way of delivering public wealth into private hands. Let's at least consider other ways the land might be used to improve the quality of life in Edina -- the reason we live here -- before we sell it off.*
- *Public land should promote the common good, not private profit.*
- *Keep it public for everyone!*
- *Imagine the possibilities of a public facility at this central location! A community center, fitness center, art center, transit center, senior center could all be in one place, easily accessible, for the benefit of our whole community. It would be the heart of Edina's public, community life.*
- *This public land should be retained by the City and put to use for the public good. The location is ideal for a multi-use community center including educational space, arts space, senior center, fitness center, child care, and transportation hub. This opportunity will not come again, and if the City sells or develops this land with a private developer, a wonderful opportunity will have been lost. If there is not a budget for this facility at this time, just hold the property until it is financially feasible. The City has recently spent millions on sports facilities, and plans to spend millions more on golf facilities, all of which serve a tiny fraction of our population. A multi-use community center would serve all of our citizens, and should be built on this site.*
- *I support the construction of an Edina Community Center that provides recreational facilities for everyone, especially adults and seniors at the Grandview location.*
- *THE COUNCIL REPRESENTS THE PEOPLE: WHO HAVE MADE IT VERY CLEAR THEY DO NOT WANT A 12 STORY SKYSCRAPER. THEY WANT A CIVIC CENTER--FOR US !*
- *Seems to me that the process in deciding the future of this site has not taken into consideration many of the feelings of the Edina residents. The space should be used for the whole community, not just for developers.*
- *My family moved from Minneapolis to Edina 3 years ago because we wanted to start a family and desire community surroundings to help us shape our family. Specifically, the very reason we left Minneapolis and moved to Edina was to escape more private development and jump into a closer-knit community. The library, community center, parks, and fields of Edina -- the COMMUNITY CENTERS -- are where we spend our time. Please consider eliminating private development and using the Grandview space to bring us closer together!*

# Speak Up, Edina!

After March 11 meeting ending March 31, 2014

## SOUTH CIVIC CENTER COMMENTS

You put civic in the title and maybe 10% of the entire space is civic, with 64 parking spots. That is a nothing space - an afterthought in your standard commercial retail high end residential development, and probably basically a tenant amenity paid for by taxpayers that will get little use citywide. No mention of affordable housing - cannot expect developers to sacrifice profits. Every time the city allows multi unit development, it forgets its promise to provide more affordable housing. This does the wrong things, and not well.

I agree with ..... all 3 scenarios are different iterations of the same concept. All give short shrift to the public and community aspects. In the March 11 'community feedback' meeting, the 3 scenarios were presented. Attendees were given dots to vote. There was no option to vote for 'none of the above'. Volunteers from Public GrandView and Citizens for a Better GrandView collected the dots of those who wished to have an option to voice their disappointment with the scenarios. We collected 130 dots, almost twice that of all the developer's scenarios combined. Here is a short list of some of the problems with this and the other scenarios: 1. No innovation--The framers of the GrandView process and majority of City Council members advocated for a Request for Interest for a Development Partner by saying it would provide innovation over a traditional RFP process. Where is the innovation in any of these scenarios? 2. No walkability, connectivity--These scenarios represent private, infill development and do nothing to foster walkability and connectivity for people of all ages as envisioned by the 7 Guiding Principles and the GrandView District Development Framework. 3. Not faithful to Neighborhood Center concept. These scenarios have converted 'neighborhood center' also put forward in the 7 Guiding Principles and the Framework to 'neighborhood commercial center'. 4. Buildings built to the street--All 3 scenarios push the buildings to the street creating shadows and a fortress-like atmosphere. As Joel suggests, the green public spaces are enclosed making them feel like private spaces regardless of what they are called. 5. Public space--In all 3 the public space is an afterthought, not designed first and foremost to serve as a catalyst for better private development.

*Speak Up, Edina!*  
Ending March 31, 2014  
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## CENTRAL CIVIC COMMENTS

Slightly more public space, but nothing close to what is needed for a community center. Really not at all different from the first proposal. You don't say what civic is, but get very specific with office, restaurant and office. Don't pretend this is a public-private project, particularly because the civic part will shrink or go away if the developer claims he cannot afford it

I completely agree with [redacted] that this is nothing close to what we need for a Community Center in Edina. The reason for this is that the City of Edina is asking a developer to design our community space. In so doing they are picking a number of square footage out of a hat based solely upon the developer's profit, not the community's need. Contrast that with a process designed by architects who specialize in public space in East Vancouver, WA. Starting with the intention to create 'a single destination, the Civic Campus [that] will enhance the quality of life, promote a sense of community and create a legacy for the city of Vancouver' in 6 months (contrast that to GrandView's 5 years) the consultants working with the city and the public created a market analysis, programming [for the Center], site analysis, development of site plan alternatives, a preferred concept design and a phasing option. All in 6 months! A majority of Edina residents have said that they want to keep the land public and would support a community center. If the city is to carry out the wishes of the majority, it needs to take a step back, listen to the wishes of the residents and design a process that, using best practices, will create the best public facility possible.

*Speak Up, Edina!*  
Ending March 31, 2014  
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## NORTH CIVIC TOWER

I don't understand why this scenario has such a TALL building. Is it within the bounds of current city standards?

This is a place like around Southdale where tall buildings fit in, particularly considering the topography. I consider the space underbuilt - it should have 400,000-500,000 square feet, about double the current total, with no new street. Let people park underground and take elevators up. While the best of the three options, as it has more civic space, these three concepts are really only one concept with different sized boxes and no definition whatsoever of what civic is or what goes in the public space. All the thoughtful comments from the majority of people who have asked for specific public uses has been ignored. Not only is this not original or creative, it does provide anything tangible for people to respond to. It is all guess work and conjecture, giving the developer all the wiggle room they need. There is no statement of what the project is going to achieve, except quiet the people view tax avoidance their main objective. Those folks few but loud would like to sell the land or do nothing that is a true city investment in the quality of life of its residents. If City Council and staff want to keep their good relationships with city residents, please demand more from the consultant. This is C+ work even with a lenient grader.

My comments for the other two scenarios also apply to this. None of the 3 scenarios fall within the Comprehensive Plan Guidelines for height and density in GrandView. When I commented on this to the developer's representative in charge of developing the scenarios, he said he did not know the guidelines. His response demonstrates the developer's disregard for the Comp Plan guidelines. It also demonstrates a disregard for the Framework which consistently shows no more than 4 stories on the former public works site. There are several misconceptions that are being promoted by the City's Economic Development Manager and others associated with the process. One is that the citizens cannot come to agreement regarding what the public or community uses could be. Despite the data that says that the majority of residents want the land to stay public (66% in 2014 GrandView Residents Survey), there has never been a process to determine the public uses for the site. The most oft mentioned uses, (recreation/fitness, arts and culture, a multi-generational community center) cited in the City's recent presentations are all compatible (if not redundant) and could fit together on the site if the city allows the site to stay public for a public use. Furthermore, a community center is compatible with smaller private uses like a coffee shop, restaurant and co-shared work space. Well designed and managed community centers have the potential to generate annual operating income for the city and bring economic development to a community

*Speak Up, Edina!*  
Ending March 31, 2014  
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Having spent the last 3 winters visiting various other communities Community Center's I believe the city of Edina is at a true disadvantage. We need to have a centralized community facility that serves all members of our community and also drives income. Having a community theater, pool, gyms and a work out facility are just some examples of what I have seen other communities have. Some of the centers have the space for art fairs and fundraisers. Edina does not have enough community gym space to serve all of the youth sports that we take so much pride in. We have spent the money on the gollers for the dome and the hockey folks for the ice center, now let's give something to the entire community. I am saddened to see only one response on this theme other than mine. Edina has an Apathy problem more than anything else. We don't need more housing and business in this locale, it's already congested at certain times of the day. Who will this housing serve? Existing Edina residents who will be paying to have it built or attracting more people to our already taxed community? Please give the residents who already live here something for our dollars. Please listen to your voters and not your paid consultants

I think that this is a great opportunity to make a for a community center. I agree, I do not think that we need more commercial areas. We need a place to be and grow with our families and our neighbors, especially in the winter time. A theater, a pool, a gym, a safe place to run around and play (again especially when it is cold out.) Even another indoor ice rink would be fine with us as we would love more free skate time. But something that everyone can use that will bring us together. A meeting place. These are the things that make a community great. These are the places that bring communities together and create the connections that make you feel like you and your family truly belong to a community.

I agree with the previous comments. This is a wonderful opportunity for a community center in Edina that would serve all of our residents. I would like to see a space for a variety of uses - an aquatic center, meeting spaces, and gyms would all be a benefit. In the past, we've gone all the way up to Maple Grove's Community Center because Edina does not have a similar offering. It would be a waste to sell this public land when Edina could put it to good use serving the current residents

## OTHER COMMENTS

Back to the subject. When the majority of the project is not public, why is the public only asked to comment on the public portion, as the merits of the overall proposals are what are being discussed. The Sun Current suggests a fully public opinion wasn't considered because a majority of a subgroup of a 50 member citizens group didn't favor it? Was that even 10 people, when the public survey had the strongest support for things barely addressed in this modal. And housing was the lowest priority. Don't bother with broad public input if you have no intention of using it. We read about putting in another street (saw no mention of transit or foot traffic) and a bunch of small buildings, rather than a denser and taller project. Basically what I see is a single vision with different shaped boxes, which reflects little to no creativity. Just more same old-same old rather than the landmark creative design that a premier city like Edina should be seeking.

*Speak Up, Edina!*  
Ending March 31, 2014

Opinion

## Letter: Why would the city sell our public land at Grandview?

By Sun Current

February 15, 2016 at 9:00 am



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To the editor:

The city of Edina has been developing a plan for the former public works site (behind Jerry's Foods) for years. Like most Edina residents, I was not part of that process or aware of the issues until last fall.

The first general public meeting about Grandview held on Dec. 4 was tightly controlled with little opportunity for two-way discussion.

I pointed out the handout showed the Grandview plan would result in public-private development. I asked if a 100 percent public option was still viable and was told "all options are still on the table."

The meeting demonstrated an overwhelming desire by attendees for the city to build a community center with fitness-recreation, arts, a community gathering space and sustainable components.

My foremost concern is letting go of public land. As taxpayers, we "own" that land and should have a voice in decisions about its future.

I am dismayed that the city is ignoring citizen requests to keep the land public. I have seen no evidence that the majority of residents want a private-public development at Grandview.

Time is running out to advocate for keeping Grandview public.

Visit [publicgrandview.com](http://publicgrandview.com) to learn how you can speak up on this matter.

Stephanie Mullaney

Edina

Opinion

## Letter: Privatization of public assets at Grandview in Edina

By Sun Current

March 9, 2015 at 11:13 am



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### To the editor:

I was disappointed by the two letters to the editor in the Feb. 19 Sun Current ("On the Grandview subject" and "We do not need a community center at Grandview") urging privatization of the Grandview public land site.

Is this the best we can do?

We hold this public land as a community, for the common good. When public assets are privatized, we put private preferences and individual advantage ahead of the common good.

The architecture of the current community center is all wrong. It may have activity space, but within a static, old architecture of classroom separation – not one of flexibility and integration.

The first thing you confront through most entrances is a wall of metal doors – not an open and welcoming gateway into community.

Finally, it is owned and operated by Edina Public Schools.

Edina needs a centrally-located, 21st-century community center, with access to multiple modes of transportation.

Increasing diversity and an increasingly large, aging population are two great challenges in the years ahead. We can best meet these challenges in this climate by creating indoor and outdoor space that promotes both structured and informal interaction across age, race/ethnicity and socioeconomic lines. Fitness, arts and cultural space would be a vital part of the mix.

In 2014, a city-sponsored survey showed that 66 percent of residents favor public ownership, and 73 percent want a new community center.

Despite the Grandview Citizen Advisory Team's 6-2 majority for hiring an independent consultant, the city hired a private developer, Frauenshuh Companies, to lead planning that will result in "mixed use" privatization of the site.

If you care about keeping this last significant and undeveloped land in the public domain, and the possibilities offered by a new community center, please attend the March 11 Grandview Discovery Session and visit the [publicgrandview.com](http://publicgrandview.com) website.

It's just a piece of land, but so much more. What this community does with it will speak volumes about who we are.

**Hope Melton**  
**Edina**

Opinion

## Letter: Voices of residents who want all-public Grandview option should be heard

By Sun Current  
March 21, 2015 at 6:00 am



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### To the editor:

The city of Edina and its development partner intend to take a rare parcel of public land and turn it into a mediocre mixed-use development with high-density housing, offices and privately-owned 'public' space.

That's the conclusion from the March 11 Grandview redevelopment "Discovery Session" – the most recent meeting in the city's public engagement process.

At the meeting, the city and developer presented three development scenarios for the public's land at 5146 Eden Avenue (the former public works site).

Each scenario, including one with a 12-story tower, showed a mix of "civic" (publicly-programmed, but not necessarily publicly-owned) space; "public" outdoor space (also not necessarily publicly-owned); and private space (high-density residential, offices, and a small amount of retail).

No scenario clearly suggested that the city would continue to own the land or own any part of the development.

Attendees were given three dots (stickers) to use to vote on their preferred scenario or scenarios. People who didn't like any of the scenarios were advised to keep their dots in their pockets. Voting for "none of the above" was not an option.

Two citizen groups, both at the meeting, believe everyone should have a voice in this process. For that reason, volunteers collected dots from attendees who did not support any of the scenarios presented. Each dot was their vote for 'none of the above.'

Our volunteers collected 130 dots – more than double the number of dots for all three scenarios combined.

Telling citizens to "put your dots in your pocket if you don't like any of the scenarios" is illustrative of the entire Grandview process. If citizens do not think our public land should be privatized for offices and high-density housing at the expense of public space, the city says we can keep our votes to ourselves.

Citizens who wish to weigh in before this land is sold off to a private developer should write to the city council and tell them to stop the current redevelopment process, keep the land public and start an authentic process to identify our public needs and wants for the site.

**Kim Montgomery**

Opinion

## Letter: None of the three Grandview options are preferred

By Sun Current

March 28, 2015 at 9:00 am



### To the editor:

According to the city's own survey, 66 percent of residents agreed that "publicly-owned land should be retained and used for public purposes."

In 2014, of letters to city council about use of publicly-owned Grandview land, 48 favored a community center-public use and only four opposed a community center-public use.

Edina residents clearly favor public use for public land, but the council has favored private use for Grandview.

This bias is why the council hired a firm to draft three plans for the land, all of which are dominated by private use (e.g. apartments, offices).

At a March 11 meeting, the firm unveiled three obviously-biased plans. Attendees were told to vote for which of the three plans they liked most by placing stickers on the corresponding placard.

The idea was that then the city council could proceed with one of the three plans and say it was "publicly-endorsed."

As upset people headed for the door, one woman took a manila folder and said, "Here's for none of the above!" People started placing their stickers on the folder.

One of the developer's plans received 13 stickers, a second plan received 14, a third one received 26 and the "none of the above" option received 128.

I'm not against partnership with restaurants or retail, like Tin Fish inside Braemar Golf Course, but the Grandview plans were so uncreative and private use-dominated that nobody at the meeting was happy.

**Amy Minge**

**Edina**

Opinion

## Letter: Privately-owned Grandview options are not legitimate

By Paul Groessel

April 5, 2015 at 8:00 am



### To the editor:

A current question for Edina planners is whether or not to use the Grandview site for public purposes, as preferred by most residents.

Attendees at a crucial meeting were told to vote for plans that were comprised of private property and unclear "civic" property, so that the city council could say that the public "endorsed" a private use plan.

In Edina, that kind of process is called "community input." In other parts of the country, it's called, "the fix is in."

This country was founded on many sound ideas, one of which is that the nature of government process matters. If the public is only allowed to vote on options that the powers-that-be endorse, then that is a bogus vote. Let's grow up and manage a real democracy, OK?

**Donna Callender**

**Edina**

Opinion

## Letter: Questions about the Grandview development ideas

By Sun Current

April 5, 2015 at 8:00 am



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### To the editor:

It is time for the Edina City Council to press the reset button, and without consultants, develop a new and fresh vision for the use of the former public works property. It is important that the vision consider the impact of the traffic that would result by the proposed use.

According to the Sun Current, the three mixed-use development proposals would include retail shops, restaurant space, housing (presumably in highly-built buildings) and commercial and office spaces.

Those uses would generate a significant increase in the traffic using the adjacent streets, Eden Avenue and Brookside Avenue.

Accordingly, I pose this query: How many more cars can those two-lane streets accommodate without causing rush hour traffic jams?

Another aspect of that vision should include: What is the best use of the property for those who live here? Do we really need more buildings for business-related purposes – and housing is business-related – when we already have abundant, similar businesses throughout Edina? I also pose this question: What's wrong with low-density uses, including a building for the Edina Historical Society? Presently, the administration along with the historical materials are crammed in an old house the Arneson's gifted to Edina many moons ago.

**Richard C. Johnson**

**Edina**

Opinion

## Letter: How, why the Grandview process has been flawed

By Sun Current

April 12, 2015 at 8:00 am



### To the editor:

The Grandview development process has gone on for five years. Residents fall into two camps: either they don't know about the process or suffer from "Grandview Fatigue." I was in the first camp until last fall. Once I realized the risk of losing public land, I decided to dive in. By reading public documents and working with residents who have participated in this process since 2010, I have learned:

- The leaders of the three Community Advisory Teams (CAT I, II and III) never allowed consideration of 100 percent public ownership-use of the land.
- CAT I created a set of vague guiding principles, which have been misused by city officials.
- CAT II created a 66-page framework showing a community building and public green with housing; those elements fell within the four-story comprehensive plan guidelines. The city never completed the series of year-one implementation steps, the most important of which was programming for the community building.
- CAT III suggested (6 to 2 majority) the city determine the community's needs before hiring a development partner. The city ignored the majority, and hired Frauenshuh.
- The development partner held two poorly run "community input" meetings Dec. 4, 2014 and March 11, 2015. On March 11, Frauenshuh presented three scenarios that do not adhere to the community feedback and instead, privatize the site.
- The city has ignored data from the Grandview Residents Survey, Community Needs Assessment, over 100 letters to the city council, public comments on Speak Up, Edina! and input from the two above meetings. Data show that over two-thirds of residents want to keep the land public and would support a community center on the site.
- There has never been a financial analysis of costs and revenues of private vs. public development. If designed and managed properly, public amenities can create more economic development than private over time.

Residents must come forward now and let this council know that it is unacceptable to give up our public land. The community deserves better.

Email the council at [mail@edinamn.gov](mailto:mail@edinamn.gov). Read more on the Public Grandview community group's website, [publicgrandview.com](http://publicgrandview.com).

**Stephanie Mullaney**

Opinion

## Letter: Grandview proposals leave land uses undefined

By Sun Current  
May 10, 2015 at 9:00 am



### To the editor:

Edina is on the precipice of developing the public's land at Grandview and yet has not defined its land use. Through citywide surveys and collected data, the public has consistently asked for multi-generational community places for recreation and fitness. What the developer, Frauenshuh, has shown to-date is a high-rise commercial center, not what the many planning processes envisioned.

Edina has been surpassed by other cities' flourishing community centers. These centers attract the growing number of people who seek active, healthy, inviting places to exercise and gather. Nationally, 80 percent of all cities have community recreation centers, averaging one center for every 25,000 residents.

This city's current reliance on commercial fitness facilities does not serve Edina well, as it causes us to lag behind in our ability to compete to attract young people, actively engage aging residents, embrace an increasingly diverse population, include people of all incomes and offer facilities and programming for people with special needs and disabilities.

Residents have said they use city facilities based on location. Edina needs a centrally-located fitness facility; ours are concentrated south of Highway 62.

While the council does not think that the general public needs fitness facilities, they recently approved \$218,000 for a city hall workout area and locker room for themselves and employees in the capital improvement plan. The city recognizes the value of fitness and recreation for its employees, why not for the general public?

Grandview's 3.3 public acres offers us a rare opportunity to build a 21st century, centrally-located recreation center accessible to transit. Because we already own the land, there likely will never be a less expensive way for Edina to build it.

That center can have an integrated culture and arts component, leased restaurants and other shops. Well-designed and managed community recreation centers are profitable economic drivers for cities.

Residents should ask this council to analyze the cost/benefits of a facility that serves the widest number of residents, fulfills an expressed public health need, insures open indoor and outdoor recreational space and creates a social gathering place for all.

**Ellen Jones**

**Edina**

Opinion

## Letter: Public-private ratio unequal in current Grandview options

By Sun Current

May 10, 2015 at 9:00 am



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### To the editor:

With regard to development of the Grandview district, my preference has been toward public-use scenarios, possibly in partnership with limited private enterprise (such as the partnership between Braemar Park and Tin Fish).

However, I recognize and understand that the final Grandview district may have more private use than I originally imagined. Yet I am concerned about the type of private development and the extent to which it has come to dominate the three proposals put forth by the current consulting firm (under the city council's direction).

For instance, one proposal includes 40,000 square feet of office space and a 10-12 story residential tower. Residential use and office space would, on average, take up over 80 percent of the new interior space, while only about two percent of that space would be devoted to restaurants and retail, generally squeezed into a corner of the development. (In the case of Grandview, "private development" is not about small shops and restaurants intermingled with public gathering spots, but is more about apartments, offices and pavement).

Meanwhile, interior space reserved for public use is, on average, only about 15 percent in the proposals. (Compare this to 40 percent in the 2012 Framework proposal.)

Although I understand the need for compromise, it seems that the pendulum has swung way too far in one direction and continued to swing up to, well... the height of a 12-story building.

**Amy Minge**

**Edina**

Opinion

## Letter: Grandview meeting in April was merely rude lip service

By Paul Groessel

May 19, 2015 at 9:00 am



Email

Print

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### To the editor:

I attended the April 22 open house about the Grandview development proposals. I found that whoever was running it showed contempt and rudeness to me and my fellow voters (residents).

Twenty minutes after the session was supposed to begin, one unidentified man provided a summary of the project after another unidentified man started the open house.

After the summary, the man asked for questions from voters (residents). After a very few pointed questions about density, who would own what, and traffic concerns (for which he had no answers), the man abruptly announced that question time was over and we should go look at the posters until a second group of residents arrived.

A henchman in the back of the room started applauding, as if to signal that our participation was ended. I call him a henchman because I heard the two of them talking about it just before the meeting started.

And just like that, the community was dismissed. I still don't know who these people were. I looked around for Rod Serling to tell us we were in an episode of the "Twilight Zone," but he wasn't there. I don't blame him.

This contempt for community input shows how bogus this process is. When those in charge only offer "input" on options chosen by themselves, in a forum that was advertised as a discussion but was immediately shut down when people started to discuss, we're not dealing with democracy.

I'm thinking that we need a city council who practices democracy instead of giving it flaccid lip service. This lack of transparency and prohibition of open discussion of issues is not, in my opinion, good enough for any American community. I'm still waiting for a response from any of the council members I contacted about this.

The contempt and rudeness shown to voters (residents) is shameful. No one is buying this clumsy farce. I would suggest that, next time, include the community for real and respect us as the reasonable voters (adults) we are. I was going to suggest it, but this is one farce over the line.

**Donna Callender**

## Heather Branigin

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**From:** Alan <alankorn@msn.com>  
**Sent:** Friday, June 12, 2015 10:29 AM  
**To:** Edina Mail; jhovland@krausehovland.com  
**Subject:** Abbey's Hope WLSL: Media Advisory  
**Attachments:** WLSL Media Advisory Draft.6.12.15.docx

Mayor Hovland,

Katey & Scott Taylor wanted me to send your this media advisory about an Abbey's Hope event this coming Thursday. I believe you came last year. We would love to have you stop by again this year. We are expecting double the crowd. WCCO and KTSP will be there and I am sure KARE also (they always cover our events).

Alan Korn  
Executive Director  
Abbey's Hope Charitable Foundation



Contact: Brendan Kearin  
McFarland Communications  
(612) 598-7667

[Brendan@mcfarlandcommunications.com](mailto:Brendan@mcfarlandcommunications.com)

Sam Carolus  
Abbey's Hope  
(952) 303-5421  
[sam@abbeyshope.com](mailto:sam@abbeyshope.com)

## MEDIA ADVISORY

### World's Largest Swimming Lesson - Thursday, June 18, 2015

**Who:** Abbey's Hope Charitable Foundation, and other top water safety organizations worldwide are going to be hosting The World's Largest Swimming Lesson for the third year in a row, in hopes to beat the leading cause of unintended, injury related death of children ages 1-5. Several hundred kids and families will be on site at Edina Aquatic Center to participate in this global event.

**What:** The World's Largest Swimming Lesson Guinness World Record attempt for the largest simultaneous swimming lesson ever conducted.

**When:** Thursday, June 18, 2015  
Doors open: 9:30 AM  
Lesson begins: 10:00 AM

**Where:** Edina Aquatic Center  
4300 W 66<sup>th</sup> Street  
Edina, MN 55435

**Why:** The World's Largest Swimming Lesson was created to spread the word that swimming lessons save lives. Tragically, drowning is the second leading cause of unintended, injury-related death for children ages 1-14. Last year there were over 300 participants. This year there is expected to be over 500 participants to break the world record!

**Interview:**

- Katey Taylor, Abbey's Hope Co-founder and President
- Alan Korn, Abbey's Hope Executive Director
- Lindsey Mondick, Associate Director of Aquatics at YMCA of the Greater Twin Cities
- Kate Lundsten, Head Coach of Aquajets Swim Team

**Visuals:**

- Children participating in the world record attempt
- Examples of good and poor drains and drain safety
- Trainer-led pool safety tips
- Water watchdog pledge and tag

# Affordable homes for workers is city's goal

St. Louis Park policy mandates percentages for developments.

By JOHN REINAN  
john.reinan@startribune.com

Developers who get a helping hand from the city of St. Louis Park will now be required to give one back.

The city has adopted a new "inclusionary housing" policy requiring developers who get financial aid from the city to include affordable housing in their projects. That includes tax increment financing, or TIF, a popular funding mechanism that allows tax revenue generated by a new development to be reinvested into it. The City Council approved the policy last week.

Although many cities in the metro area encourage the inclusion of affordable housing in city-assisted projects, relatively few require it, housing policy experts said. Minneapolis has a long-standing inclusionary policy, requiring two out of every 10 units on city-assisted projects to be affordable for households earning less than half the median income in the metro area.

Tim Brausen, a St. Louis Park City Council member, said that the city's booming housing market of recent years was almost completely focused on luxury and near-luxury apartments and condos.

"Even though we added hundreds of new units in the past five to 10 years, we hadn't added any affordable housing. It's clear the need was there," he said. "The question was, how were we going to address it?"

Brausen said affordable housing is important to maintaining the vitality of the city.

"The bottom line is, people who go into affordable housing — that's a family of four living on \$52,000," Brausen said. "That's not people making subsistence wages. These are working people — our firefighters, our teachers — that really need

See HOUSING on B2 ▶

6-9-15

Edina City Council  
Edina Human Rights and Relations Commission  
City Hall  
4801 W. 50th Street  
Edina, MN 55424

Dear Neighbors,  
Why can't WE do this?

Impatiently,

Sanford Berman

4400 Morningside Road  
Edina, MN 55416  
952 925-5738

## St. Louis Park mandates affordable housing units

◀ HOUSING from B1  
housing in our community.

"The way the market has changed, I couldn't afford to buy my house in St. Louis Park today," Brausen said of the home he bought 18 years ago.

St. Louis Park's policy will require any city-assisted rental project of 10 units or more to make 8 percent to 10 percent of its units affordable to families making less than \$51,960 a year. For-sale developments must include at least 10 percent of units that are affordable to families making \$65,800 or less.

"Affordable housing in St. Louis Park means your average St. Louis Park family can afford to live in some of the new high-end developments in the city," said Council Member Jake Spano. "We want to make sure all sorts of folks have opportunities to

enjoy living in St. Louis Park."

State law requires cities to provide affordable housing opportunities. The Metropolitan Council establishes how much affordable housing the region needs overall, and allocates a share of that need to communities throughout the region so they can plan for sufficient land to make affordable housing possible. State law does not give authority to the Council to "force or compel the building of affordable housing," said Met Council spokeswoman Bonnie Kollodge.

St. Louis Park has been working on its inclusionary housing policy for several years, said Council Member Anne Mavity.

"Things take a while to come to fruition, but I'm so excited about this," she said.

John Reinan • 612-673-7402

## Heather Branigin

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**From:** Phil Mero <phil.mero@gmail.com>  
**Sent:** Saturday, June 13, 2015 5:05 PM  
**To:** James Hovland; Scott H. Neal; Andy Porter; Monica Mero; Kevin Staunton; Mary Brindle (Comcast); Eric Nelson  
**Subject:** Re: 4419 Driveway

I spoke with Cade and Brian today and they made it absolutely clear that the very real concerns that their neighbors have for the safety for our family and property weren't a part of their 'vision' for the lot. Left my wife and I and several neighbors whom we've spoken with since absolutely flabbergasted. They have had no problem dumping upwards of \$400K in landscaping and \$100+K into a pool that is a safety hazard for small children to fulfill their 'vision'. While a simple ask of adding 18-24 inches onto their retaining wall and/or adding a few arbor vitae to ensure the safety of their neighbors property and family is unacceptable to them. Wow. Trust me, I'm not looking for a landscaping handout, I'm just looking to ensure the safety of my family and property.

Thanks to Kevin for coming out yesterday. I really appreciated your genuine concern and understanding of the very difficult situation that we are in.

We were really hoping it was only the builders that were callous and didn't care. Obviously not the case. You may have built within the city code, but you completely bastardized the 'good neighbor code'. This is all so sad.

On Thu, Jun 11, 2015 at 7:01 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:

Thank you for your time today Mayor and Scott. I do appreciate the opportunity to voice my concerns in person. I am attaching a photo of the current situation, and a photo with my gross rendering of what we are proposing. Again, we understand that the design was built within 'code', we don't need to hear that again from the builder.

What we are asking is for the builder and our new neighbors to consider what would be a very minimal investment to help curb our fears for the safety of our property, our family, and the potential nuisance that this driveway design will bring. Considering the 10's of thousands of dollars that have been put into the backyard with over 50 arbor vitae's purely for aesthetic purposes it seems that asking for 10 more arbor vitae's and 2-3 more feet on the back end of the retaining wall to ensure the neighbors safety isn't a big ask.

We hope that a 'good neighbor code' can be observed here and that the builder and owners will do what's right. This would benefit both the builder and owners reputation in the neighborhood.

Again, we do appreciate the attention to our very genuine concern.

Thanks in advance.

Monica and Phil Mero  
4501 Grimes Avenue

## Heather Branigin

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**From:** Tom Houts <minntom@hotmail.com>  
**Sent:** Monday, June 15, 2015 7:56 AM  
**To:** Edina Mail  
**Subject:** Edina City Council

To the Mayor and City Council,

This is a copy of an email I sent to the Braemar golf course at [BraemarGolf@ci.edina.mn.us](mailto:BraemarGolf@ci.edina.mn.us).

Good morning,

Four of us played 18 holes of golf at your course yesterday and I had to write to express my dissatisfaction. My wife and I are on a golf and driving trip around the Midwest and played with two friends from the area. Of the 9 rounds we've played in 10 days, your course was in the worst shape we've encountered and was far too expensive for what you gave. The tee boxes were unmowed and uneven, the fairways were so bumpy they resembled an overgrown plowed field, the greens hard as cement, spotty, weedy and the least fun greens we've played. Oh, and your roughs were allowed to grow so high as to make the ball difficult to find, much less hit out. Our golf cart squealed and could barely make it up the slopes in the fairway. Golf is losing players much too fast and conditions at your course only discourage golfers in my opinion.

I thought you would want to know the perspective of an active golfer.

Tom Houts  
561.401.2442



June 12, 2015

Mr. James B. Hovland  
City of Edina  
4801 W 50Th St  
Edina, MN 55424-1330

Dear James:

Welcome to the Urban Land Institute! You are now a member of one of the world's most respected, quoted, and diverse organizations in the fields of development, land use, and urban planning.

Enclosed is a guide that outlines your member benefits and how to access them so you can begin making the most of your membership. From savings of 25% or more on all ULI events, publications, and educational workshops, to volunteer and leadership opportunities and small groups to participate in, being a ULI member has many perks.

We will also send you e-mails throughout the year to notify you of ULI local, national, and global events, webinars, networking opportunities, and the latest products and reports available at member discounts. Be sure to log into [my.uli.org](http://my.uli.org) to update your membership profile and manage your e-mail preferences.

We all need a competitive edge and ways to set ourselves apart from others. One way you can do this is by using your ULI membership to reap the full benefits of the connections ULI provides. Attend ULI events, get involved in committees and programs that help improve your city, purchase ULI products, and use our online services to connect with industry peers and access information only available to members.

Membership in ULI is a personal statement of support and belief in high standards of land use planning and development. Your membership helps advance not only these standards, but also your future. As always, should you have any questions, please contact Customer Service at 800-321-5011 or [CustomerService@uli.org](mailto:CustomerService@uli.org).

Sincerely,

Lori Hatcher  
Senior Vice President, Membership and Marketing  
Urban Land Institute

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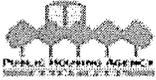
## Heather Branigin

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**From:** Al Hester <Al.Hester@stpha.org>  
**Sent:** Monday, June 15, 2015 11:04 AM  
**To:** Al Hester  
**Subject:** St Paul PHA Announcement - Closing Public Housing Waiting List August 1, 2015  
**Attachments:** St Paul PHA-Closing Wait List Notice-8-1-2015.pdf; Talking Points-Closing PH Waiting List.pdf

Hi –  
Would you please post and distribute this information. Please call me if you have any questions about it.  
Thanks

*- Al*



Al Hester  
Housing Policy Director  
St Paul Public Housing Agency  
555 Wabasha St. N., Suite 400  
St Paul MN 55102  
(w) 651-292-6173 (f) 651-298-4258



### **The St. Paul PHA Will Close Its Public Housing Waiting List August 1, 2015**

The St. Paul Public Housing Agency (PHA) will close its public housing waiting list on August 1, 2015 so no new applications will be accepted (for all sizes of units) beginning that date. The PHA's decision to close the public housing waiting list is based on several factors including the following:

- Over **7,000** applicant households were on the waiting list at the end of May 2015. The PHA owns and manages **4,262** rental homes and apartments in the public housing program.
- The PHA housed **555** households from the waiting list in the fiscal year that ended March 31, 2015. That number included 360 hi-rise admissions (mostly single elderly persons and persons with disabilities) and 195 families who moved into the PHA's townhome developments for families.
- New applicants for most unit sizes can expect to wait for years before being considered for admission.
- Closing the public housing waiting list will provide an opportunity for applicants who have been on the list for many years to move up the list and be housed, if they are found eligible.
- A long waiting list is discouraging for applicants and difficult for the PHA to manage. Many applicants call or come to the office frequently to inquire about their status and to report changes of address, family members, etc.
- When applicants wait for years to rise to the top of the waiting list, they have to keep updating the PHA (and other agencies where they may have applied) with each change of address and family composition. Many worry that they will miss an update letter and be dropped from the list.
- The PHA updates (purges) the waiting list annually to keep it current. Large numbers of names are removed when the applicants do not respond to the PHA's update letters, then many of those families contact the PHA later and are reinstated to the waiting list.
- Closing the waiting list for a time will facilitate the PHA's transition to an online application system for public housing applications when the list is opened again. While the list is closed, staff will work with our computer business systems vendor to develop and refine the system.

The PHA is advertising the waiting list closing widely. The list may be reopened in phases, starting later in 2015 with small units (zero-bedroom and one-bedroom), and those openings will be advertised the same way. While the regular waiting list is closed the Agency will continue to take applications for the special programs in public housing, including the Congregate Housing Services Program (CHSP), the Wilder Assisted Living Program (ALP) and Accessible Space Inc. (ASI).



June 15, 2015

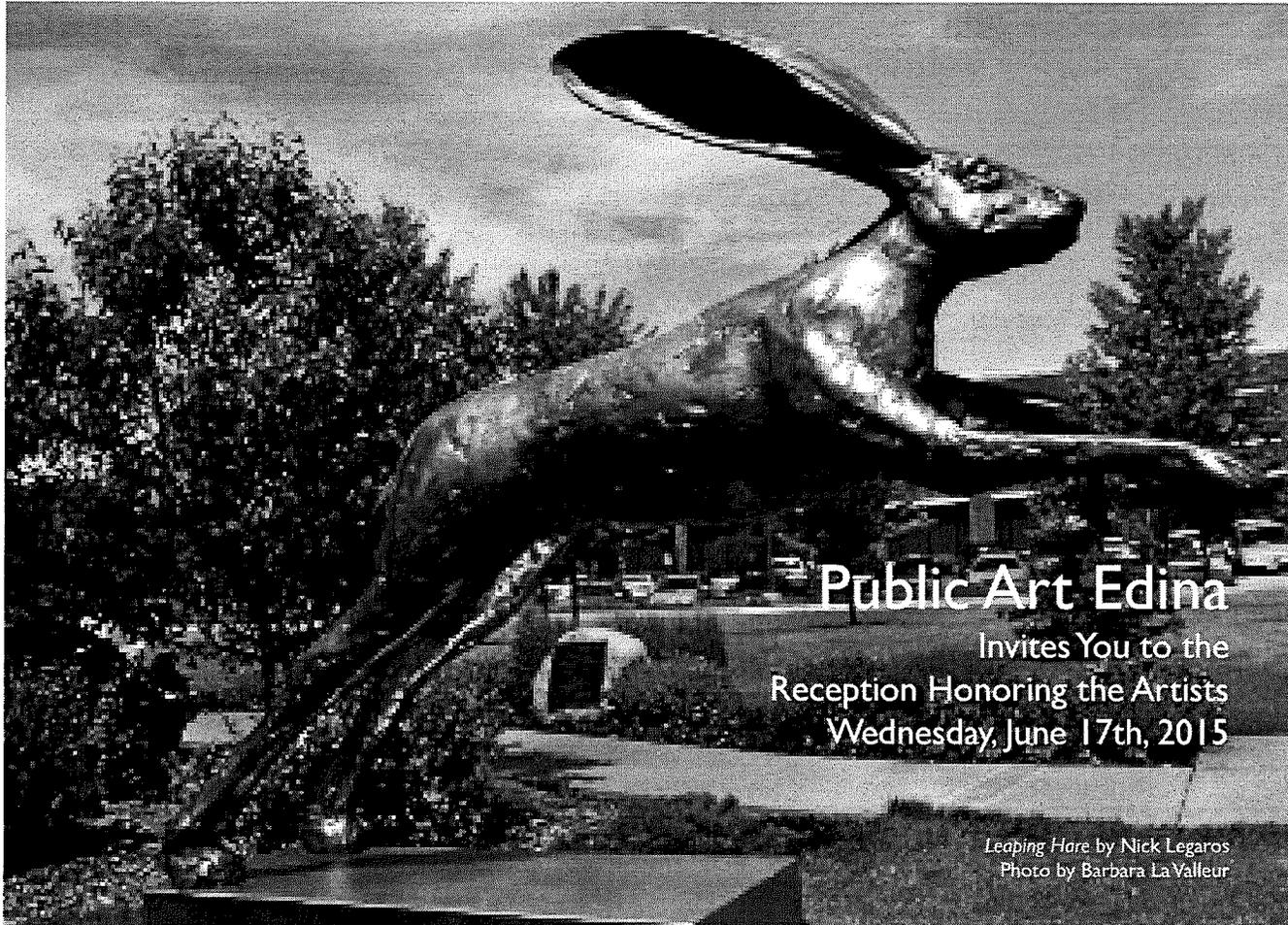
**The St. Paul PHA Will Close Its Public Housing Waiting List August 1, 2015**

Beginning August 1, 2015 and until further notice, the St. Paul Public Housing Agency (PHA) will stop accepting applications for its public housing program.

All applications received prior to August 1<sup>st</sup> will be processed according to the PHA's approved policies. The policies include admission preferences for persons who live, work or attend school in the City of St. Paul, or who have been accepted for work or school in St. Paul; and for veterans, members of the armed services and their dependents.

The PHA will announce in advance when the waiting list will reopen for new applications. The PHA expects to begin accepting applications later in 2015 from households whose head (or spouse) is elderly (age 62 or older) or near-elderly (age 50-61), or is a person with a disability. Individuals and couples in those groups have priority for admission to PHA hi-rise apartments.

More information is posted on the PHA's internet website: [www.stpha.org](http://www.stpha.org)



**Public Art Edina**  
Invites You to the  
Reception Honoring the Artists  
Wednesday, June 17th, 2015

*Leaping Hare* by Nick Legaros  
Photo by Barbara LaValleur

**Public Art Edina**  
Invites You to the  
**Reception Honoring the Artists**  
Comments by the Honorable  
**Mayor James Hovland**

**Wednesday, June 17, 2015**  
**5 - 7 p.m.**  
**Pinstripes**  
**3849 Gallagher Drive**  
**Edina, MN 55435**

Celebrate 11 Years of Public Art in Edina!  
Tour the exhibition sites and  
cast your ballot for People's Choice Awards:  
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50th & France  
Grandview Square

For more information, please contact  
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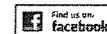
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Public Art Edina is part of the  
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[www.EdinaPublicArt.org](http://www.EdinaPublicArt.org)



[www.EdinaArtCenter.com](http://www.EdinaArtCenter.com)

## Heather Branigin

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**From:** Paul Milne <paulmilne1@gmail.com>  
**Sent:** Monday, June 15, 2015 2:49 PM  
**To:** Edina Mail  
**Subject:** golf

I am extremely disappointed in the decisions the city is making regarding its golf operations. First was the decision to close Fred Richards. We won't rehash that again, but now comes the decision to close the Braemar Executive course for renovations starting in early July. Despite bold promises to transform Fred Richards into a park it is sitting idle with nothing happening this year. If the executive course was to be closed how hard would it have been to keep Fred Richards open one more year. Now I see the Council has given the go ahead to reduce the Braemar regulation courses from 27 to 18 holes. I understand that decision considering what is happening in golf. But the option that passed was to close it entirely for a year while it is transformed. The Sun reports that it may be actually a year and a half. With 27 available holes it should not be that hard to keep at least 9 holes open during the renovation even if this stretches the rebuild out another year. Other courses have accomplished that. I have to believe that it is financially the prudent thing to do in addition to better serving the needs of Edina's golfers. If the entire course is closed for a year or year and a half the existing golfers will obviously be forced to find other courses and it may prove very difficult to get them back to Braemar when it reopens. I want to leave you with this final thought. In 2014 there were 45 holes of golf available to play in Edina. Under the current plan there will be nine holes available in 2017. Something seems very wrong here and this issue needs to be reconsidered.

## Heather Branigin

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**From:** Phil Mero <phil.mero@gmail.com>  
**Sent:** Tuesday, June 16, 2015 10:21 AM  
**To:** James Hovland; Scott H. Neal; Mary Brindle (Comcast); Cindy Larson; Monica Mero; bob.stewart@theplatinumgrp.com; Chad Millner; Kevin Staunton; Lynette Biunno  
**Subject:** Matriarchs of Morningside  
**Attachments:** morningside matriarchs.jpg

Good Morning-

I ran into 2 of my neighbors the other day and it inspired me to write this. I hope you can take a moment to give it a read. I think it helps sum up the situation that we are faced with in Morningside, a neighborhood rich in history that I am hoping we can work together on to preserve. Progress is inevitable, but mindful progress can be realized with some hard work and care.

Thanks in advance- PM

I ran into these feisty matriarchs of Morningside yesterday during a playful debate over who's tenure in the Morningside neighborhood was longer. It seems that Mary Lou Matheson just edged out Adelle Hersey's 57 years by 3, having resided in the 'Side' for 60 years. Mary Lou was born the same year that our house was built, 1923. She lived in our house for 30 years where she raised her family and tragically lost her oldest son in a neighborhood car accident when he was just 10 years old. Many lesser folks would have moved after such a tragedy, not the Matheson's. We are fortunate enough to have Mary Lou still living next door to us. That is what this community is built upon. She saw my 'Nordeast Edina' shirt yesterday and just about fell over as she told me that's what she called our lovely hood 50 years ago. This led to a story about a letter to the editor that was written by a Country Club resident when Edina announced that they were reinstating Morningside as a part of their city. He wrote that Edina should seriously re-consider such a move as they will be bringing in a probable slum of a neighborhood. Priceless. Well, I can attest to having lived here 9 years and that in 2015 Morningside is far from a slum. It is vibrant community that has been formed, and enriched through the decades by the likes of Mary Lou, Adelle, Grandpa Al, Constable Grimes et al who have made this such a warm and loving community. New residents need to harken these thoughtful pioneers before selfishly conjuring up their 'visions' for these lots. I get that many of these old homes need updates (we remodeled in 2010) or need to be replaced, but if we continue to completely erase the prideful past of Morningside by knocking down every mature tree, or maxing out lots, etc then we are stripping the foundation that the tireless generation before us created. Who are we to come in with a sense of entitlement, gross amounts of money and frivolous 'visions' to essentially wipe out in days what has taken 100 years to create. We need to be better than that. We still have a chance to preserve the spirit and infrastructure that makes this such a unique and joyful neighborhood to call home. I think that Mary Lou and crew deserve that much, don't you?

--

Sincerely-

Phil Mero  
612.963.0852



## Heather Branigin

---

**From:** Kevin McCarty <kmccarty@usmayors.org>  
**Sent:** Tuesday, June 16, 2015 11:04 AM  
**To:** Edina Mail  
**Subject:** Memo from T&C Chairman Reed -- June 20th Committee Meeting  
**Attachments:** Chairman Reed Memo to T&C Members.pdf; Summaries -- T&C Resolutions.pdf; T& C Resolutions.pdf

Dear Mayor,

As a Member of the Transportation and Communications Committee, I am writing to forward Chairman Kasim Reed's memo to you regarding your Saturday, June 20 (11:15 am - 12:15 pm) committee session, along with two other attachments pertaining to the pending resolutions before you.

Please let me know if you have any questions or need any additional information.

Kevin

Kevin McCarty  
Assistant Executive Director  
for Transportation and Communications  
U.S. Conference of Mayors  
Tel: 202-861-6728



# THE UNITED STATES CONFERENCE OF MAYORS

1620 EYE STREET, NORTHWEST  
WASHINGTON, D.C. 20006  
TELEPHONE (202) 293-7330  
FAX (202) 293-2352  
URL: [www.usmayors.org](http://www.usmayors.org)

June 16, 2015

To: Member, Transportation and Communications Committee

From: Kasim Reed, Chairman

RE: **June 20<sup>th</sup> Meeting (11:15 am – 12:15 pm)**  
Hilton San Francisco Union Square – Golden Gate Rooms 2-3

I am writing to provide you with information on our Transportation and Communications Committee meeting, to be held Saturday, June 20 from 11:15 am – 12:15 pm in the Golden Gate 2-3 Rooms (Lobby Level – Tower 3) of the Hilton San Francisco Union Square Hotel.

Please note that our meeting room is on the Lobby Level (Tower 3) of the Hilton where some of the committee/task force sessions are being held; the large plenary sessions will be on the Ballroom Level.

Our agenda starts with review of pending resolutions before our committee. Attached is a document that summarizes the 15 resolutions before us. Also attached are the actual resolutions. I encourage you to review the resolutions prior to our session.

Following our action on the resolutions, we will hear brief presentations from three speakers – Jon Newhard, CEO of Trafficware; Matthew Cole, Executive Vice President/Deputy, Strategy & Business Development of Cubic Transportation Systems; and Jennifer Haroon, Head of Business for Self-Driving Cars at Google[x]. These presentations reinforce Conference President Kevin Johnson's emphasis on "Cities 3.0," given the technology focus of these private sector partners.

I also wanted to call attention to other scheduled items pertaining to our interests on the committee. On Sunday afternoon, the Conference's Pipeline Safety Task Force, chaired by Allentown Mayor Ed Pawlowski, will meet from 3:30 – 4:45 p.m. in the Imperial A Room (Ballroom Level). Committee members with an interest in this issue are encouraged to attend.

On Monday morning, Oklahoma City Mayor Mick Cornett will convene the Amtrak Mayors' Advisory Council from 7:30 – 8:30 a.m. in the Franciscan A Room (Ballroom Level), where mayors will hear presentations from Amtrak Board Members and the Federal Railroad Administrator. If you are an Amtrak-served city, please plan to attend this session.

Thank you for your support of the committee's work, and I look forward to seeing you in San Francisco.

Attachments

## TRANSPORTATION AND COMMUNICATIONS COMMITTEE

Atlanta Mayor Kasim Reed, Chair

**Resolution No. 88: Support of Local Communities to Determine the Best Use of Public Educational and Government (PEG) Support for PEG Purposes** Congress to amend 47 U.S. Code § 542 (g)(2)(C) to allow local communities to determine the best use of PEG support for PEG purposes.

**Resolution No. 89: Protecting Local Governments Right for Fair Compensation for Use of Rights of Way** calls on the Federal Communications Commission to halt its assault on the rights of local governments to require a fair rental payment for the use of public assets to provide a “for-profit” service, and commends and endorses the efforts of those communities that have challenged the FCC’s “in kind” order and “Over-the Top” proposal identified above.

**Resolution No. 90: In Support of Municipal Broadband** applauds the FCC, under the leadership of Chairman Tom Wheeler, for preempting state barriers to municipal broadband service, which have served as a significant limitation to competition in the provision of Internet access, and encourages Congress and the Administration to pursue all legislative and regulatory avenues to allow cities and communities maximum flexibility in constructing their own broadband networks.

**Resolution No. 91: Modernize the FCC’s Lifeline Program to Support Broadband Adoption** urges the Administration and Congress to support the modernization of the Lifeline Program to subsidize high speed internet access to eliminate the digital divide and close the homework gap, support job hunting and access to services and civic engagement, and urges the Administration and Congress to support the modernization of the Lifeline Program to subsidize each household member with an internet bill at the current subsidy rate of \$9.25 per month.

**Resolution No. 92: Local Taxicab Regulation** supports the regulation of public passenger vehicles for hire remaining a local concern under the control of local governments, not state governments or the Federal Trade Commission, which demonstrates little understanding of local conditions or the principles of equity, acknowledges that local communities are in the best position to ensure their communities have regulations that protect the public as well as provide equitable, efficient and competitive service, and calls upon Uber, Lyft, and their competitors, to cease and halt all operations in municipalities until such time that they are properly regulated and licensed pursuant to law.

**Resolution No. 93: Keeping Communities Safe through Comprehensive Actions to Improve Rail Safety** calls for specific additional steps to keep our communities safe, including: urging the Department of Energy to accelerate its timeline for completion of a study concerning how crude oil properties affect its combustibility in rail accidents and calling on the Department of Transportation to set appropriate federal crude oil volatility regulations based on the results of this study; calling on the Department of Transportation and the Department of Homeland Security to work directly with Mayors, other local leaders and State officials to create clear, timely and thorough communication protocols between railroads and local responders; urging Congress to expand investments in freight rail

infrastructure for projects that build safer, more reliable tracks and routes, particularly investments in at-grade crossings and rail tunnels; and calling on Congress and the Administration to provide adequate funding for first responder training and equipment to respond to and mitigate the unique hazards these shipments present; and urging railroads, crude oil shippers, and tank car lessors to accelerate both the introduction of rail cars that meet the strongest safety standards and phase outs for unsafe rail cars.

**Resolution No. 94: Calling for Additional Federal Safety Measures Affecting Commercial Trucking** supports collision avoidance requirements for Heavy Commercial Vehicles (HCVs), the elimination of legal schedule II opioid drug use on the job by HCV drivers and a deadline for raising the minimum insurance requirements for the trucking industry.

**Resolution No. 95: In Support of Surface Transportation Board Reform and Reauthorization** urges Congress to enact legislation to reform and reauthorize the Surface Transportation Board that: gives the Surface Transportation Board the authority and resources it needs to ensure fair and competitive shipping prices and service for freight rail “captive shippers”; gives the Surface Transportation Board the authority to proactively address uncompetitive and abusive pricing and service provided to “captive shippers”; and repeals the antitrust exemption enjoyed by the freight rail industry or at the very least gives the Surface Transportation Board the authority to ensure that freight railroads do not abuse their powerful combination of monopoly and antitrust exemption. It also commends Senate Commerce Committee Chairman John Thune (R-SD) and Ranking Member Bill Nelson (D-FL) for addressing this issue in a bipartisan manner, and urges the Surface Transportation Board to use all existing authority to ensure fair treatment of “captive shippers” until new STB reform legislation is enacted.

**Resolution No. 96: Increase Federal Surface Transportation Infrastructure Investment** urges Congress and the Administration to expeditiously enact, on a bipartisan basis, a six-year surface transportation authorization renewal, urges further that Congress and the Administration ensure that a surface transportation reauthorization bill significantly increases revenue commitments, growing highway and transit program funding to levels that more adequately address the transportation infrastructure needs of our cities and regions, and urges Congress and the Administration to provide additional emphasis to local decision-makers and their regions in a reauthorized long-term surface transportation bill.

**Resolution No. 97: In Support of a Long-Term Transportation Reauthorization** commends the Obama Administration, and especially Secretary Foxx, for submitting to Congress an updated version of its GROW AMERICA Act, calls on Congress to consider using “repatriation” as one of the most politically viable bipartisan ideas to keep the Highway Trust Fund solvent in the coming years, and calls on Congress to adopt policies and taxing mechanisms that would guarantee funding for surface transportation projects over a series of decades.

**Resolution No. 98: Supporting America Fast Forward Transportation Bonds** urges Congress to create a new category of qualified tax credit bonds for transportation to stimulate infrastructure investment, which would include: \$45 billion program over 10 years, Federal government support of interest costs by granting investors an annual tax credit, state and local issuers repaying the principal with non-federal revenues, allocating 35 percent of the

bond volume to all states (based on their proportion of the nation's population) and 65 percent would be allocated at the discretion of the Secretary of Transportation among projects, and eligible projects would include: highways, bridges and tunnels; transit and intercity passenger bus or rail; and intermodal freight transfer facilities and private freight facilities conferring a public benefit.

**Resolution No. 99: Support for Increased Investment in Goods Movement**

**Infrastructure** commends federal efforts to boost the freight sector, urges Congress to pass a long-term transportation reauthorization bill that increases investment in goods movement infrastructure, supports supply chain efficiency by dedicating federal funding for a multimodal national freight system, prioritizing funding for key metro corridors and gateways and providing funding for a national freight infrastructure grant program, open to metros and port authorities, allocated on a competitive basis using performance-based project selection criteria to prioritize projects that improve system performance (e.g., efficiency, safety, and resilience) and reduce environmental impacts, especially through use of advanced technologies.

**Resolution No. 100: Supporting the Goals of "Vision Zero"** adopts the goal of Vision Zero – that No loss of life is acceptable on our cities' streets, recognizes the leadership of U.S. Department of Transportation Secretary Anthony Foxx and his work on this issue through the Mayors' Challenge for Safer People, Safer Streets, and urges Congress, as it reauthorizes surface transportation programs in MAP-21, to maximize funding and flexibility to local governments, through programs like the Highway Safety Improvement Program, TIGER, and Transportation Alternatives Program, to allow for and support needed investments in safety improvements on our roads to achieve the goals of Vision Zero.

**Resolution No. 101: Modernization of Airports** calls upon Congress to act now to raise the federal cap on the Passenger Facility Charge to permit local airports to raise additional dollars for modernization projects to meet the growing needs of and better serve the flying public.

**Resolution No. 102: Supporting Community Involvement in the Federal Aviation Administration RNAV Flight Routing Changes** supports the goals of safety and efficiency in the air transportation system, supports community involvement in the review of RNAV flights paths, urges the U.S. Congress to amend the FAA reauthorization legislation by including a provision which requires the FAA to provide airports and their communities with no less than 30 days' notice regarding the proposed RNAV flight path revisions, urges the U.S. Congress to further amend the FAA reauthorization legislation by prohibiting the use of categorical exclusions should an airport advise the FAA within the 30-day review period that the proposed flight path revisions would have a significant adverse aircraft noise impact on their community, and urges the U.S. Congress to repeal the last sentence of sections 213(a)(1)(A) and 213(b)(1)(A) of the FAA Modernization and Reform Act of 2012.

## TRANSPORATION AND COMMUNICATIONS COMMITTEE

Resolution No. 88

Submitted by:

The Honorable John Marchand, Mayor of Livermore  
The Honorable David Haubert, Mayor of Dublin, CA  
The Honorable Jerry Thorne, Mayor of Pleasanton  
The Honorable Chris Watts, Mayor of Denton

### **RESOLUTION IN SUPPORT OF LOCAL COMMUNITIES TO DETERMINE THE BEST USE OF PUBLIC EDUCATIONAL AND GOVERNMENT (PEG) SUPPORT FOR PEG PURPOSES**

1. **WHEREAS**, there are more than 1,500 Public Educational and Government (PEG) access centers in the United States that manage upwards of 5,000 cable television public, educational, and governmental (PEG) channels that each week carry 20,000 hours of original programming from local governments, schools, health and jobs organizations, social services agencies, religious groups, and local residents; and
2. **WHEREAS**, PEG channels and production centers have become the primary vehicle for preserving localism by providing vital local government information, educational content, civic and cultural information and religious and political expression to residents in local communities across America, and
3. **WHEREAS**, the right of local communities to require cable operators to set aside channel capacity for PEG use and to provide adequate facilities or financial support for those channels is provided at 47 U.S. Code § 541 (Cable Communications Policy Act); and
4. **WHEREAS**, more than 100 PEG access centers and hundreds of PEG channels have been lost since 2005, and many more may close as provisions in state and federal laws have eliminated or restricted how PEG funding may be used; and
5. **WHEREAS**, it is important to preserve PEG channels and funding for PEG operations to ensure that these channels continue to be available to the entire community to serve residents and to preserve jobs at the local level; and
6. **WHEREAS**, 47 U.S. Code § 542 (g)(2)(C) limits PEG funding to capital expenditures,
7. **NOW THEREFORE LET IT BE RESOLVED**, by The United States Conference of Mayors that the United States Congress amend 47 U.S. Code § 542 (g)(2)(C) to allow local communities to determine the best use of PEG support for PEG purposes.

Projected Cost: None

Resolution No. 89

Submitted by:

The Honorable Brian Wahler, Mayor of Piscataway

**PROTECTING LOCAL GOVERNMENTS RIGHT FOR FAIR  
COMPENSATION FOR USE OF RIGHTS OF WAY**

1. **WHEREAS**, Congress authorized local governments in the Communications and Cable Acts to recover a fair rental payment for use of a community's rights-of-way; and
2. **WHEREAS**, local governments and cable operators have often negotiated franchises that require the cable operator to serve schools and government buildings with basic cable services in addition to a cable franchise fee; and
3. **WHEREAS**, the Federal Communications Commission has taken, or is considering, three actions that would undercut franchises freely negotiated by cable operators and locals governments, namely:
4.
  - a. The Federal Communications Commission has ordered that cable operators may reduce franchise fees in an amount equivalent to the value a cable operator places on these in-kind services such as services to schools and public buildings; and
  - b. The Federal Communications Commission is threatening franchise agreements by creating a regulatory loophole that would permit cable operators to provide cable programming over their cable network but call it an internet service that is not subject to franchise obligations; and
  - c. The Federal Communications Commission in its Net Neutrality order included a footnote that suggests that despite the reclassification of broadband services as a telecommunications service, local governments lack the authority to require a telecommunications franchise for the use of rights of way by any party that currently has a cable franchise,
5. **NOW, THEREFORE BE IT RESOLVED**, the The United States Conference of Mayors calls on the Federal Communications Commission to halt its assault on the rights of local governments to require a fair rental payment for the use of public assets to provide a "for-profit" service; and
6. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors commends and endorses the efforts of those communities that have challenged the FCC's "in kind" order and "Over-the Top" proposal identified above.

Projected cost: None to Federal Government, but potentially hundreds of thousands to local governments.

Resolution No. 90

Submitted by:

The Honorable Paul Soglin, Mayor of Madison  
The Honorable Bill de Blasio, Mayor of New York  
The Honorable Eric Garcetti, Mayor of Los Angeles  
The Honorable Edwin Lee, Mayor of San Francisco  
The Honorable Greg Stanton, Mayor of Phoenix

## IN SUPPORT OF MUNICIPAL BROADBAND

1. **WHEREAS**, since its inception, the Internet has existed based on principles of freedom and openness, core values that have made it the most powerful communication medium ever known; and
2. **WHEREAS**, affordable, reliable access to high speed broadband is critical to U.S. economic growth and competitiveness; and
3. **WHEREAS**, in many markets that remain underserved by traditional private-sector Internet Service Providers (ISPs), hundreds of towns and cities across the country have developed or are developing their own municipal broadband networks; and
4. **WHEREAS**, according to a report by the White House in January 2015, nearly forty percent of American households either cannot purchase a fixed 10 Mbps connection or must buy it from a single provider, and three out of four Americans do not have a choice between providers for Internet speeds at 25 Mbps, the speed increasingly recognized as a baseline to get the full benefits of Internet access; and
5. **WHEREAS**, currently, some twenty states enforce laws that ban or restrict the development on municipal broadband networks; and
6. **WHEREAS**, on February 26, 2015, the Federal Communications Commission (FCC) voted 3-2 to preempt state laws preventing the cities of Chattanooga, Tennessee and Wilson, North Carolina from expanding their municipal broadband networks, on the grounds that those state laws conflict with Section 706 of the Telecommunications Act of 1996; and
7. **WHEREAS**, in the words of FCC Chairman Tom Wheeler, who voted in favor of preemption, “[Our decision] sends a clear message: Communities should be able to determine their own paths to meet their constituents’ needs;”
8. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors applauds the FCC, under the leadership of Chairman Tom Wheeler, for preempting state barriers to municipal broadband service, which have served as a significant limitation to competition in the provision of Internet access; and

9. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors encourages Congress and the Administration to pursue all legislative and regulatory avenues to allow cities and communities maximum flexibility in constructing their own broadband networks.

Projected Cost: Unknown

Resolution No. 91

Submitted by:

The Honorable Bill de Blasio, Mayor of New York  
The Honorable Eric Garcetti, Mayor of Los Angeles

## **MODERNIZE THE FCC'S LIFELINE PROGRAM TO SUPPORT BROADBAND ADOPTION**

1. **WHEREAS**, Americans should have access to basic telecommunications services; and
2. **WHEREAS**, high speed internet service is no longer a luxury, but a telecommunications necessity for children to complete their homework and develop skills for a 21<sup>st</sup> century economy, for adults to find and apply for jobs, for entrepreneurs to build their businesses and for residents to access public information and services; and
3. **WHEREAS**, affordable and accessible high speed internet service is still far too elusive to too many of our nation's residents, with 28% reporting that they cannot afford internet access; and
4. **WHEREAS**, the Federal Communication Commission's Lifeline Program is intended to support the value of the Universal Service principle by providing for in home land and mobile line telephone service for low income Americans to support essential communications; and
5. **WHEREAS**, qualifying participants must have an income that is at or below 135% of the federal poverty line or participate in government assistance programs including Medicaid, SNAP, SSI, TANF, and Head Start, and therefore, represent residents who would benefit from learning, job search and other internet based communication services struggle to pay for necessities; and
6. **WHEREAS**, in 2013, over 14 million people were estimated to use the Lifeline Program to access or supplement otherwise unaffordable telephone services; and
7. **WHEREAS**, many localities are finding innovative strategies to expand broadband and other high speed internet infrastructure; and
8. **WHEREAS**, public libraries have been piloting lending services for high speed internet services to help to close the digital divide, which might be an additional vehicle for subsidizing access to high speed internet services for those who are unable to afford them,
9. **NOW, THEREFORE, BE IT RESOVLED**, that The United States Conference of Mayors urges the Administration and Congress to support the modernization of the Lifeline Program to subsidize high speed internet access to eliminate the digital divide and close the homework gap, support job hunting and access to services and civic engagement; and

10. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges the Administration and Congress to support the modernization of the Lifeline Program to subsidize each household member with an internet bill at the current subsidy rate of \$9.25 per month.

Projected Cost: Unknown

Resolution No. 92

Submitted by:

The Honorable Paul Soglin, Mayor of Madison

## **LOCAL TAXICAB REGULATION**

1. **WHEREAS**, a major function of local government is to bring equity to the marketplace and to ensure the health and safety of the public; and
2. **WHEREAS**, the cities of our nation have the responsibility to ensure a robust and comprehensive public transportation system, which includes buses, bicycling, walking, and taxicabs so as to ensure the equitable distribution of services to an economically diverse community in a sustainable way; and
3. **WHEREAS**, governments have a long and successful history of regulating utilities and quasi-utilities including telephone, electric, cable, and transportation services so as to ensure that access is provided to the most remote areas, the most economically disadvantaged, and the physically disabled, especially in situations that are of little interest to the private sector because of the lack of profitability; and
4. **WHEREAS**, throughout this nation's history, regulatory agencies licensed and franchised certain services such as taxicabs so as to guarantee the level and quality of service and to make sure that those who served all parts of the community, including the non-profitable areas, were not put in an unfair competitive position; and
5. **WHEREAS**, cities throughout the United States have regulatory standards for taxicab companies designed to protect the public and provide equitable service; and
6. **WHEREAS**, the need for regulations vary based upon the size and individual characteristics of these cities; and
7. **WHEREAS**, the purpose of the regulations are to:
  - Ensure public accommodations – that every individual and every neighborhood is served; and
  - Ensure a full complement of service – that taxicab service is available every day of the week, every hour; and
  - Ensure that every passenger confidently knows that the driver and the vehicle are adequately insured; and
  - Ensure that every driver is vetted and that a responsible locally licensed business can identify and vouch for that driver.

8. **WHEREAS**, Uber and Lyft refuse to meet these standards, and to date, choose to muscle their way into local markets rather than meeting with the established commissions to discuss their disagreements with our regulatory framework; and
9. **WHEREAS**, questions remain as to the adequacy of insurance coverage for Uber and Lyft vehicles that are not licensed, especially in that period of time that they are mobile having left their home base and before receiving notification of a fare, which poses an issue of liability for the public; and
10. **WHEREAS**, the business model of transportation network providers such as Uber and Lyft does not provide equitable or reliable service to the broader public or for people with disabilities as these businesses seek to profit from peak demand in ways that will make it impossible for other more highly regulated taxicab services to be financially sustainable in many cities,
11. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors supports regulation of public passenger vehicles for hire remaining a local concern under the control of local governments, not state governments or the Federal Trade Commission, which demonstrates little understanding of local conditions or the principles of equity; and
12. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors believes that local communities are in the best position to ensure their communities have regulations that protect the public as well as provide equitable, efficient and competitive service; and
13. **BE IT FURTHER RESOLVED**, that The U.S. Conference of Mayors calls upon Uber, Lyft, and their competitors, to cease and halt all operations in municipalities until such time that they are properly regulated and licensed pursuant to law.

Projected Cost: None

Resolution No. 93

Submitted by:

The Honorable Rahm Emanuel, Mayor of Chicago  
The Honorable Edward Murray, Mayor of Seattle  
The Honorable Charlie Hales, Mayor of Portland, OR  
The Honorable Francis G. Slay, Mayor of St. Louis  
The Honorable Sam Liccardo, Mayor of San Jose  
The Honorable Michael Brennan, Mayor of Portland

## **KEEPING COMMUNITIES SAFE THROUGH COMPREHENSIVE ACTIONS TO IMPROVE RAIL SAFETY**

1. **WHEREAS**, crude oil shipments by rail continue to increase with nearly 1 million barrels of oil passing through our cities and communities on rail cars every day and recent derailments and explosions, including at least 5 in the first four months of 2015, highlight the devastating impact a rail accident can have on our communities; and
2. **WHEREAS**, safety regulations, infrastructure investment and emergency preparedness need to be strengthened to catch up to the new reality of increasing shipments of oil by rail; and
3. **WHEREAS**, Mayors from across the country have called on Congress and the Administration to take a comprehensive approach to rail safety through improving classification of Volatile Materials, strengthening rail car safety standards, creating more robust notification protocols for emergency responders, investing in safer rail infrastructure and technology, and investing in emergency responder preparedness; and
4. **WHEREAS**, local emergency responders have indicated that they need more clear and timely information about hazardous materials shipments as well as more resources for training and equipment to respond to potential incidents; and
5. **WHEREAS**, the final FY 2015 Omnibus Appropriations bill included funding for 15 new rail and hazardous materials inspectors to ensure compliance with federal safety standards for the safe transportation of energy products and other hazardous materials, \$3 million to expand the use of automated track inspections, and a new \$10 million railroad grants program to make safety improvements on routes that transport energy products; and
6. **WHEREAS**, S. 859, the Crude-By-Rail Safety Act, introduced on March 25, 2015 by Senator Cantwell, Murray, Baldwin and Feinstein, would require the Pipeline and Hazardous Materials Safety Administration to draft new regulations to mitigate the volatility of gases in crude oil shipped via tank car and immediately halt the use of older-model tank cars that have been shown to be at high risk for puncturing and catching fire in derailments; and
7. **WHEREAS** S. 1175, the Hazardous Materials Rail Transportation Safety Improvement Act, introduced on April 30, 2015, by Senator Wyden and others would establish a fee on DOT-111 tank cars used to transport crude oil, ethanol, or other flammable liquids and would use the funds raised from the fees to reduce risks to communities by training first responders, hiring state

railroad inspectors, and relocating tracks that carry large volumes of flammable liquids and gases; and

8. **WHEREAS**, on January 16, 2014, U.S. Department of Transportation Secretary Foxx has issued a “Call to Action,” bringing together top executives of rail companies, associations, shippers and other stakeholders to discuss ways that rail accidents involving crude oil and other flammable liquids can be prevented and mitigated; and
9. **WHEREAS**, the Pipeline and Hazardous Materials Safety Administration and the Federal Railroad Administration, on May 1, 2015, issued their Enhanced Tank Car Standards and Operation Controls for High Hazard Flammable Trains, that create a risk-based retrofitting and phase out schedule for older tank cars; require new, safer braking standards for certain trains; and set speed limits for certain trains; and
10. **WHEREAS**, despite these efforts to make progress on crude-by-rail safety issues, many safety gaps remain,
11. **NOW THEREFORE BE IT RESOLVED**, that The U.S. Conference of Mayors calls for specific additional steps to keep our communities safe, including:
  - Urging the Department of Energy to accelerate its timeline for completion of a study concerning how crude oil properties affect its combustibility in rail accidents and calling on the Department of Transportation to set appropriate federal crude oil volatility regulations based on the results of this study;
  - Calling on the Department of Transportation and the Department of Homeland Security to work directly with Mayors, other local leaders and State officials to create clear, timely and thorough communication protocols between railroads and local responders;
  - Urging Congress to expand investments in freight rail infrastructure for projects that build safer, more reliable tracks and routes, particularly investments in at-grade crossings and rail tunnels;
  - Calling on Congress and the Administration to provide adequate funding for first responder training and equipment to respond to and mitigate the unique hazards these shipments present; and
  - Urging railroads, crude oil shippers, and tank car lessors to accelerate both the introduction of rail cars that meet the strongest safety standards and phase outs for unsafe rail cars.

Projected Cost: Unknown

Resolution No. 94

Sponsored by:

The Honorable Kasim Reed, Mayor of Atlanta  
The Honorable Harry LaRosiliere, Mayor of Plano

## **CALLING FOR ADDITIONAL FEDERAL SAFETY MEASURES AFFECTING COMMERCIAL TRUCKING**

1. **WHEREAS**, 4,000 Motorists die and over 100,000 are injured annually in Heavy Commercial Vehicle (HCV)-involved crashes; and
2. **WHEREAS**, 1,000 HCV crashes occur daily in the U.S., each resulting in a multi-hour economic paralysis event; and
3. **WHEREAS**, the use of comprehensive collision avoidance systems has been shown to effectively help avoid the most violent type of truck crashes, in which the trucks drive into the back of passenger vehicles; and
4. **WHEREAS**, when a HCV collision is not avoided, even with crash avoidance technology, the violence of the crashes is reduced with the system in place; and
5. **WHEREAS**, NHTSA's own findings are that such technology at requirement volumes would be extremely cost-effective; and
6. **WHEREAS**, it is legal in commercial trucking today to operate a vehicle while using schedule II opioids, with only verbal permission from the prescribing professional; and
7. **WHEREAS**, the US DOT's Large Truck Crash Causation Study found that the most commonly cited contributing factor, when a truck driver was seen as contributing to a crash, was prescription drug use; and
8. **WHEREAS**, the insurance minimum of \$750,000 per crash was set in 1980 and has never been increased since, even to reflect inflation; and
9. **WHEREAS**, this "bar to entry", to this dangerous business, has effectively dropped significantly over the years, as inflation has increased; and
10. **WHEREAS**, this minimum insurance level for trucking should be increased immediately and the amount linked to a reasonable index for future periodic updates, to prevent the repetition of this situation,

11. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors supports collision avoidance requirements for HCVs, the elimination of legal schedule II opioid drug use on the job by HCV drivers and a deadline for raising the minimum insurance requirements for the trucking industry.

Projected Cost: Unknown

Resolution No. 95

Submitted by:

The Honorable Chris Watts, Mayor of Denton

## **IN SUPPORT OF SURFACE TRANSPORTATION BOARD REFORM AND REAUTHORIZATION**

1. **WHEREAS**, from 1910 to 1980, the freight rail industry generally enjoyed broad antitrust exemption but was subject to a strict regulatory regime whereby the Interstate Commerce Commission had the authority to set maximum and minimum shipping rates, ensure general rate parity among shippers, approve or disapprove railroad mergers and approve or disapprove the construction or abandonment of rail line; and
2. **WHEREAS**, in 1995 Congress enacted the Interstate Commerce Commission Termination Act, which eliminated the Interstate Commerce Commission and transferred its duties to the three-person Surface Transportation Board housed in the Department of Transportation; and
3. **WHEREAS**, in 1980 Congress enacted the Staggers Rail Act, which deregulated the railroad industry; and
4. **WHEREAS**, the Staggers Rail Act retained the antitrust exemptions enjoyed by freight railroads but generally eliminated direct federal (Interstate Commerce Commission then after 1995 Surface Transportation Board) regulation of freight rail shipping rates; and
5. **WHEREAS**, Congress enacted the Staggers Rail Act when the freight rail industry was in a period of decline; and
6. **WHEREAS**, in the 45 years since Congress enacted the Staggers Rail Act, the freight rail industry has consolidated from 41 major (Class I) railroads to four major railroads that account for more than 90 percent of the nation's rail traffic; and
7. **WHEREAS**, 78 percent of the nation's freight rail depots are served by a single major railroad; and
8. **WHEREAS**, an estimated 34 percent of the nation's freight movements are served by only one rail carrier; and
9. **WHEREAS**, "captive shippers" are routinely subject to much higher rates and much less reliable service than shippers with a choice of freight railroads or a choice of shipping modes; and
10. **WHEREAS**, these increased costs are passed on to a wide range of industries and consumers such as electric utilities, including municipally owned electric utilities, with those increased costs passed on to local businesses and households; and

11. **WHEREAS**, increased freight rail costs create a competitive challenge for domestic manufacturers that are “captive shippers” versus foreign manufacturers that can choose which port and therefore which railroad or competing mode to ship their products; and
12. **WHEREAS**, in the Spring of 2015 the U.S. Department of Energy Quadrennial Energy Report identified that limited infrastructure capacities are intensifying competition among commodities, with some costs passed on to consumers and that the Department of Energy, Surface Transportation Board, and Federal Regulatory Commission should continue to develop their understanding of how rail congestion may affect the delivery of energy commodities – notably ethanol and coal; and
13. **WHEREAS**, in 2011 the President’s Export Council identified rail transportation prices and service as one of the five impediments to US exports that the government should address; and
14. **WHEREAS**, in the 45 years since Congress enacted the Staggers Rail Act, the freight rail industry has become one of the nation’s most profitable industries, providing large dividends to shareholders and investing record amounts of money in infrastructure; and
15. **WHEREAS**, the Surface Transportation Board lacks the authority or the resources to adequately handle and address all complaints regarding price and service filed by “captive shippers”; and
16. **WHEREAS**, filing price and service complaints with the Surface Transportation Board is a complex, costly and time consuming process that rarely results in true relief for shippers; and
17. **WHEREAS**, the Surface Transportation Board cannot proactively address “captive shipper” issues and is instead limited to responding to formally filed complaints; and
18. **WHEREAS**, in March the Senate Commerce Committee approved the Surface Transportation Board Reauthorization Act (S 808), which would:
  - Make the Board an independent federal agency; and
  - Increase the size of the Board from three to five members; and
  - Give the Board the authority to proactively initiate investigations; and
  - Establish timelines for rate cases; and
  - Require the Board to publish quarterly, publicly available reports on pending cases and complaints; and
  - Enhance the voluntary arbitration process for certain rate disputes before the Board.
19. **WHEREAS**, a reliable, competitive, fairly priced and transparently priced freight rail system is critical to the American economy and to the efficient and cost effective operation of electric utilities, including municipally owned electric utilities,
20. **NOW, THEREFORE BE IT RESOLVED**, that The United States Conference of Mayors urges Congress to enact legislation to reform and reauthorize the Surface Transportation Board that:
  - Gives the Surface Transportation Board the authority and resources it needs to ensure fair and competitive shipping prices and service for freight rail “captive shippers”; and
  - Gives the Surface Transportation Board the authority to proactively address uncompetitive and abusive pricing and service provided to “captive shippers”; and

- Repeals the antitrust exemption enjoyed by the freight rail industry or at the very least gives the Surface Transportation Board the authority to ensure that freight railroads do not abuse their powerful combination of monopoly and antitrust exemption.
21. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors applauds Senate Commerce Committee Chairman John Thune (RSD) and Ranking Member Bill Nelson (DFL) for addressing this issue in a bipartisan manner; and
  22. **BE IT FURTHER RESOLVED**, that pending enactment of legislation to reform and reauthorize the Surface Transportation Board, The United States Conference of Mayors urges the Surface Transportation Board to use all existing authority to ensure fair treatment of “captive shippers”.

Project Cost: Unknown

Resolution No. 96

Submitted by:

The Honorable Bill de Blasio, Mayor of New York  
The Honorable Mick Cornett, Mayor of Oklahoma City  
The Honorable Rahm Emanuel, Mayor of Chicago  
The Honorable Kevin Faulconerm, Mayor of San Diego  
The Honorable Eric Garcetti, Mayor of Los Angeles  
The Honorable John Giles, Mayor of Mesa  
The Honorable Betsy Hodges, Mayor of Minneapolis  
The Honorable Martin J. Walsh, Mayor of Boston  
The Honorable Greg Stanton, Mayor of Phoenix

## **INCREASE FEDERAL SURFACE TRANSPORTATION INFRASTRUCTURE INVESTMENT**

1. **WHEREAS**, U.S. metropolitan areas contribute significantly to our national economy, generating 90 percent of real GDP, housing nearly 85 percent of the population, and moving 70 percent of freight value traded throughout the nation; and
2. **WHEREAS**, a safe, efficient, interconnected transportation network is essential to our economy; and
3. **WHEREAS**, affordable and accessible transportation options that improve access to work, school, childcare, medical visits, and community resources are critical to economic stability, opportunity, and equity in our cities; and
4. **WHEREAS**, American demand for infrastructure is growing – transit ridership surged to 10.8 billion trips last year, Amtrak ridership continues to hit record highs, bicycle commuting has increased 60 percent since 2005, and national freight tonnage is projected to increase by 25 percent in the next decade, among other growing demands on our street, transit, and rail networks; and
5. **WHEREAS**, it is projected that U.S. metropolitan areas will absorb more than 66 million people in the next 30 years, resulting in even greater need to improve and expand transportation infrastructure, freight movement, and mobility options; and
6. **WHEREAS**, investment in our transportation systems—including rail and public transit systems, highways, bridges, streets and waterways—must increase to meet this growing demand; and
7. **WHEREAS**, federal surface transportation funding levels have remained stagnant since 2009, with slight increases for inflation; and

8. **WHEREAS**, this level of Federal investment has not kept pace with maintenance requirements, resulting in an outdated, overburdened surface transportation system that is illequipped to handle current, let alone future, need; and
9. **WHEREAS**, across the United States our public transit maintenance needs exceed \$86 billion, and the nation's highway and bridge backlog is an estimated \$808 billion; and
10. **WHEREAS**, many localities are already stepping up and committing more local funds to support the infrastructure they need; and
11. **WHEREAS**, without a strong, increased federal commitment, the twin demands of maintaining existing infrastructure and preparing for the future are beyond the means of any city; and
12. **WHEREAS**, state and local governments depend on the traditional, long term, sixyear surface transportation authorization cycle to adequately plan and budget for multiyear transportation projects; and
13. **WHEREAS**, shorterterm transportation authorizations and patches create uncertainty and increase risk, often increasing project costs,
14. **NOW, THEREFORE, BE IT RESOVLED**, that the United States Conference of Mayors urges Congress and the Administration to expeditiously enact, on a bipartisan basis, a sixyear surface transportation authorization renewal; and
15. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges Congress and the Administration to ensure that a surface transportation reauthorization bill significantly increases revenue commitments, growing highway and transit program funding to levels that more adequately address the transportation infrastructure needs of our cities and regions; and
16. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges Congress and the Administration to provide additional emphasis to local decisionmakers and their regions in a reauthorized longterm surface transportation bill.

Project Cost: Unknown

Resolution No. 97

Submitted by:

The Honorable Ralph Becker, Mayor of Salt Lake City  
The Honorable Michael Brennan, Mayor of Portland, ME  
The Honorable Chris Cabaldon, Mayor of West Sacramento  
The Honorable Carolyn Goodman, Mayor of Las Vegas  
The Honorable Charlie Hales, Mayor of Portland, OR  
The Honorable Bill Harrison, Mayor of Fremont  
The Honorable Michael Nutter, Mayor of Philadelphia  
The Honorable Stephanie Rawlings-Blake, Mayor of Baltimore  
The Honorable Pedro E. Segarra, Mayor of Hartford  
The Honorable Greg Stanton, Mayor of Phoenix  
The Honorable Martin Walsh, Mayor of Boston

## **IN SUPPORT OF A LONG-TERM TRANSPORTATION REAUTHORIZATION**

1. **WHEREAS**, the nation's cities rely on the strength of America's transportation infrastructure to move people and goods; and
2. **WHEREAS**, in 2013, the American Society of Civil Engineers assigned America's infrastructure a grade of D+ overall, and estimated that \$3.6 trillion that would need to be invested to bring U.S. infrastructure up to an acceptable level; and
3. **WHEREAS**, the Highway Trust Fund, which finances federally funded highway and transit projects, is projected to run out of funding this summer without Congressional action; and
4. **WHEREAS**, Congress and the Administration are in the midst of a debate about how to extend or reauthorize transportation infrastructure spending, with funding under the current transportation law MAP-21 expiring soon; and
5. **WHEREAS**, on March 30, 2015, the Obama Administration released an updated version of its GROW AMERICA Act, which would authorize \$478 billion to be spent on the country's highways, bridges, transit, and rail systems over six years; and
6. **WHEREAS**, Secretary of Transportation Anthony Foxx, the former Mayor of Charlotte, led the Administration's efforts in the development of this proposal; and
7. **WHEREAS**, the updated GROW AMERICA Act would provide more funding to high-performing Metropolitan Planning Organizations (MPOs), put in place a transparent and clear permitting process to speed up project delivery, establish an \$18 billion national freight rail program, increase transit investment by 76 percent, preserve the

Transportation Alternatives program, double the TIGER Grant program, make Private Activity Bonds (PABs) more available, and strengthen the TIFIA loan program; and

8. **WHEREAS**, the GROW AMERICA Act would pay for its new spending proposals, and make the Highway Trust Fund solvent for six years, by taxing the up to \$2 trillion of currently untaxed foreign earnings that U.S. companies have accumulated overseas at a rate of 14 percent, an idea known as “repatriation;” and
9. **WHEREAS**, separate legislative proposals from Congressman John Delaney, Senators Barbara Boxer and Rand Paul, and others, support the idea of using a repatriation tax to fund transportation infrastructure over the next several years,
10. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors commends the Obama Administration, and especially Secretary Foxx, for submitting to Congress an updated version of the GROW AMERICA Act; and
11. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors calls on Congress to consider using “repatriation” as one of the most politically viable bipartisan ideas to keep the Highway Trust Fund solvent in the coming years; and
12. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors calls on Congress to adopt policies and taxing mechanisms that would guarantee funding for surface transportation projects over a series of decades.

Projected Cost: 478 billion over six years.

Resolution No. 98

Submitted by:

The Honorable Eric Garcetti, Mayor of Los Angeles  
The Honorable Michael Nutter, Mayor of Philadelphia  
The Honorable Michael Coleman, Mayor of Columbus  
The Honorable Ed Lee, Mayor of San Francisco  
The Honorable Mark Stodola, Mayor of Little Rock  
The Honorable Stephanie Rawlings-Blake, Mayor of Baltimore  
The Honorable Steven Fulop, Mayor of Jersey City  
The Honorable John Giles, Mayor of Mesa  
The Honorable Annise Parker, Mayor of Houston  
The Honorable Sam Liccardo, Mayor of San Jose  
The Honorable Mayor Schaaf, Mayor of Oakland  
Mayor Kevin Faulconer, Mayor of San Diego  
The Honorable Greg Stanton, Mayor of Phoenix  
The Honorable Bill Harrison, Mayor of Fremont

## **SUPPORTING AMERICA FAST FORWARD TRANSPORTATION BONDS**

1. **WHEREAS**, every \$1 billion of investment in the nation's transportation infrastructure supports 36,000 jobs, generates nearly \$500 million in federal, state, and local tax revenues, and confers significant benefits to cities, including supporting economic growth and goods movement; and improving quality of life by helping to alleviate traffic congestion; and
2. **WHEREAS**, the Highway Trust Fund has insufficient resources to maintain the current level of federal spending on surface transportation, much less help fund major new investment initiatives; and
3. **WHEREAS**, the fiscal and budget realities confronting the Administration and Congress require new innovative, targeted federal financing tools for transportation infrastructure that minimize impacts on the federal budget and maximize new job creation; and
4. **WHEREAS**, federal tax incentives can be a highly effective tool for encouraging private sector investment and, unlike direct federal spending, do not require growing the size of the federal government to administer them; and
5. **WHEREAS**, Congress has created over \$35 billion of qualified tax credit bonds with bipartisan support for a variety of sectors including: school construction, renewable energy, as well as forestry and energy conservation; and
6. **WHEREAS**, America Fast Forward Transportation Bonds would support the creation of a 21st century national surface transportation system by creating a new category of qualified tax credit bonds to stimulate investment in highways, transit, bridges, freight, and intermodal facilities; and

7. **WHEREAS**, America Fast Forward Transportation Bonds should enable a project sponsor to undertake substantially greater investments within a defined revenue stream for debt service payments than other borrowing approaches, such as traditional tax-exempt bonds; and
8. **WHEREAS**, America Fast Forward Bonds would generate at least 500,000 private sector jobs nationwide; and
9. **WHEREAS**, America Fast Forward Bonds have received support from hundreds of mayors across the country and diverse groups including, the National League of Cities, U.S. Chamber of Commerce, Building America's Future, National Association of Regional Councils, National Association of Counties and others,
10. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors urges Congress to create a new category of qualified tax credit bonds for transportation to stimulate infrastructure investment, which would include:
  - \$45 billion program over 10 years; and
  - Federal government supports the interest cost by granting investors an annual tax credit, and the state and local issuer repays the principal with non-federal revenues; and
  - 35 percent of the volume would be allocated to all states based on their proportion of the nation's population, and 65 percent would be allocated at the discretion of the Secretary of Transportation among projects; and
  - Eligible projects would include: highways, bridges and tunnels; transit and intercity passenger bus or rail; and intermodal freight transfer facilities and private freight facilities conferring a public benefit.

Projected Cost: Approximately \$7.5 billion over 10 years

Resolution No. 99

Submitted by:

The Honorable Eric Garcetti, Mayor of Los Angeles  
The Honorable Michael Nutter, Mayor of Philadelphia  
The Honorable Mark Stodola, Mayor of Little Rock  
The Honorable Stephanie Rawlings-Blake, Mayor of Baltimore  
The Honorable Charlie Hales, Mayor of Portland, OR  
The Honorable Annise Parker, Mayor of Houston  
The Honorable Mayor Schaaf, Mayor of Oakland  
The Honorable Martin J. Walsh, Mayor of Boston  
Mayor Kevin Faulconer, Mayor of San Diego  
The Honorable Bill de Blasio, Mayor of New York

## **SUPPORT FOR INCREASED INVESTMENT IN GOODS MOVEMENT INFRASTRUCTURE**

1. **WHEREAS**, exports accounted for 27 percent of overall economic growth between 2008 and 2014, and in 2014 they officially passed the \$2 trillion mark for the first time; and
2. **WHEREAS**, the U.S. transportation system moves more than 52 million tons of goods, worth nearly \$46 billion, each day, the equivalent of 40 tons of freight per person per year; and
3. **WHEREAS**, freight tonnage is expected to increase by 62 percent by the year 2040, requiring additional capacity across virtually every mode of transportation; and
4. **WHEREAS**, over 44 million American jobs are directly dependent on freight transportation; and
5. **WHEREAS**, every metropolitan area is now part of the global economy making investment in goods movement infrastructure essential for the United States to remain economically competitive; and
6. **WHEREAS**, metropolitan areas accounted for 85.5 percent of exports and drove 90.1 percent of export-related growth from 2008 to 2014; and
7. **WHEREAS**, the Obama Administration included \$18 billion over six years for a multi-modal freight program as part of its transportation reauthorization proposal known as the GROW AMERICA Act; and
8. **WHEREAS**, the findings and recommendations released by the bipartisan House Transportation & Infrastructure Committee Panel on 21<sup>st</sup> Century Freight call for "robust public investment" for all transportation modes related to freight and urged the development of a "comprehensive national freight policy" as well as the designation of a "national, multimodal freight network"; and

9. **WHEREAS**, the bipartisan leaders of the Senate Committee on Environment and Public Works and the Senate Committee on Commerce, Science, and Transportation have also recognized the important role of freight infrastructure investment and supply chain efficiency,
10. **NOW, THEREFORE BE IT RESOLVED**, that The United States Conference of Mayors commends federal efforts to boost the freight sector and urges Congress to pass a long-term transportation reauthorization bill that increases investment in goods movement infrastructure and supports supply chain efficiency by dedicating federal funding for a multimodal national freight system; prioritizing funding for key metro corridors and gateways; and providing funding for a national freight infrastructure grant program, open to metros and port authorities, allocated on a competitive basis using performance-based project selection criteria to prioritize projects that improve system performance (e.g., efficiency, safety, and resilience) and reduce environmental impacts, especially through use of advanced technologies.

Projected Cost: None

Resolution No. 100

Submitted by:

The Honorable Edwin M. Lee, Mayor of San Francisco  
The Honorable Charlie Hales, Mayor of Portland, OR  
The Honorable Eric Garcetti, Mayor of Los Angeles  
The Honorable Muriel Bowser, Mayor of Washington, DC  
The Honorable Ralph Becker, Mayor of Salt Lake City  
The Honorable Paul Soglin, Mayor of Madison, WI  
The Honorable Marilyn Strickland, Mayor of Tacoma, WA  
The Honorable Sam Liccardo, Mayor of San José  
The Honorable Martin Walsh, Mayor of Boston  
The Honorable Stephanie Rawlings-Blake, Mayor of Baltimore  
The Honorable Greg Stanton, Mayor of Phoenix  
The Honorable Edward Murray, Mayor of Seattle  
The Honorable Bill de Blasio, Mayor of New York  
The Honorable Bill Harrison, Mayor of Fremont  
The Honorable Michael A. Nutter, Mayor of Philadelphia

### **SUPPORTING THE GOALS OF “VISION ZERO”**

1. **WHEREAS**, the growth and vitality of the nation’s cities requires safe and reliable transportation systems; and
2. **WHEREAS**, the life and health of our cities residents is our utmost priority; and
3. **WHEREAS**, 14,987 Americans lost their lives to traffic deaths in urban areas in 2013 according to the U.S. Department of Transportation's Fatality Analysis Reporting System; and
4. **WHEREAS** people walking and bicycling represent a disproportionate number of these fatalities in urban areas in particular according to the Insurance Institute for Highway Safety; and
5. **WHEREAS**, children, older adults, people of color and people in low-income communities face a disproportionate risk of traffic injuries and fatalities in urban areas; and
6. **WHEREAS**, cities recognize that pedestrian safety is an equity issue, and that pedestrian fatality rates are twice as high in Census tracts with lower per capita income when compared to Census tracts of higher income in metro areas between 2008 and 2012; and
7. **WHEREAS**, cities strive to protect the safety of young students walking to school and seniors walking to the bus stop; and
8. **WHEREAS**, driver behavior, including speeding, distracted driving and drunk driving, are significant contributing factors to this loss of life; and

9. **WHEREAS**, more than five in six drivers support their state adopting a vision to reduce the number of people killed in crashes to zero according to the 2014 AAA Foundation for Traffic Safety Survey; and
10. **WHEREAS**, as cities, we refuse to accept the thousands of traffic fatalities and serious injuries that occur on our streets every year; and
11. **WHEREAS**, Vision Zero is the simple yet ambitious idea that there is no acceptable number of traffic deaths and serious injuries on our roadways; and
12. **WHEREAS**, states across the country including Minnesota, Utah, and West Virginia and cities and including the cities of Los Angeles, New York, Seattle, Washington DC, San Jose, and San Francisco are adopting Vision Zero policies and plans with the intent of eliminating fatal and serious crashes from our streets; and
13. **WHEREAS**, the U.S. Department of Transportation, through the Mayors' Challenge for Safer People, Safer Streets has challenged mayors and local elected officials to take significant action on improving the safety of transportation networks for pedestrians and bicyclists of all ages and abilities; and
14. **WHEREAS**, state and local Departments of Transportation with Vision Zero plans and policies are making significant progress in improving the safety performance of their transportation systems; and
15. **WHEREAS**, such efforts are comprehensive in nature addressing street design, infrastructure gaps, policy issues, and education and enforcement needs; and
16. **WHEREAS**, The United States Conference of Mayors recognizes that no one should die or be seriously injured while travelling on our cities' streets; and
17. **WHEREAS**, The United States Conference of Mayors recognizes that traffic fatalities are not inevitable,
18. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors adopts the goal of Vision Zero – that No loss of life is acceptable on our cities' streets; and
19. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors recognizes the leadership of U.S. Department of Transportation Secretary Anthony Foxx and his work on this issue through the Mayors' Challenge for Safer People, Safer Streets; and
20. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges Congress, as it reauthorizes surface transportation programs in MAP-21, to maximize funding and flexibility to local governments, through programs like the Highway Safety Improvement Program, TIGER, and Transportation Alternatives Program, to allow for and support needed investments in safety improvements on our roads to achieve the goals of Vision Zero.

Projected cost: Unknown

Resolution No. 101

Submitted by:

The Honorable Eric Garcetti, Mayor of Los Angeles  
The Honorable Francis G. Slay, Mayor of St. Louis  
The Honorable Ed Lee, Mayor of San Francisco  
The Honorable Mark Stodola, Mayor of Little Rock  
The Honorable John Giles, Mayor of Mesa  
The Honorable Annise Parker, Mayor of Houston  
The Honorable Greg Stanton, Mayor of Phoenix  
The Honorable Michael Nutter, Mayor of Philadelphia  
The Honorable Mayor Schaaf, Mayor of Oakland  
The Honorable Michael Rawlings, Mayor of Dallas

## **MODERNIZATION OF AIRPORTS**

1. **WHEREAS**, U.S. public airports are an indispensable component of America's infrastructure and are vital to the success of our Nation's \$1.2 trillion aviation industry and its over 10 million jobs; and
2. **WHEREAS**, Congress will soon be acting on legislation to reauthorize the Federal Aviation Administration (FAA) and this Nation's aviation infrastructure programs; and
3. **WHEREAS**, federal statute has for over 15 years capped the Passenger Facility Charge (PFC), a local user fee that may be collected by airports to invest in vital airport modernization projects; and
4. **WHEREAS**, modern, safe, secure and efficient airports are critical to our ability to attract international travelers, expand opportunities for American businesses and create jobs in our cities and states in an increasingly globalized economy; and
5. **WHEREAS**, air travel in the United States is projected to nearly double over the next 20 years, while FAA forecasts an annual \$2.2 billion shortfall to pay for the airport improvements needed to handle this growing traffic; and
6. **WHEREAS**, Congress last adjusted the federal cap on the local airport user fee to \$4.50 per departing passenger; and
7. **WHEREAS**, since that time, post-9/11 security needs, aging infrastructure, 15 years of inflation and record passenger numbers are stretching airport resources; and
8. **WHEREAS**, the PFC now has about half the purchasing power that it did in 2000, while infrastructure needs are greater than ever; and

9. **WHEREAS**, in 2014, the Skytrax survey of the world's airports found not one American airport listed among the world's 25 top rated; and
10. **WHEREAS**, lifting the PFC cap does not raise any costs for the federal budget, but it allows local government the option to raise billions of dollars for needed airport projects; and
11. **WHEREAS**, these billions of additional dollars will create tens of thousands of jobs across the country, spurring the construction, aviation and travel industries; and
12. **WHEREAS**, any airport that collects PFCs uses these fees based on local priorities to expand capacity, increase competition in air travel by building new gates for new entrant carriers, reduce travel delays and lines, and build modern infrastructure to support long term economic growth,
13. **NOW, THEREFORE, BE IT RESOLVED** that The United States Conference of Mayors calls upon Congress to act now to raise the federal cap on the Passenger Facility Charge to permit local airports to raise additional dollars for modernization projects to meet the growing needs of and better serve the flying public.

Projected Cost: None

Resolution No. 102

Submitted by:

The Honorable Greg Stanton, Mayor of Phoenix  
The Honorable John Giles, Mayor of Mesa  
The Honorable Mark Mitchell, Mayor of Tempe  
The Honorable Gail Barney, Mayor of Queen Creek  
The Honorable Eric Garcetti, Mayor of Los Angeles

## **SUPPORTING COMMUNITY INVOLVEMENT IN THE FEDERAL AVIATION ADMINISTRATION RNAV FLIGHT ROUTING CHANGES**

1. **WHEREAS**, the Federal Aviation Administration Modernization and Reform Act of 2012 (FAA Reauthorization) provides the FAA with authority to expedite environmental reviews of new RNAV flight routes through the use of a "categorical exclusion"; and
2. **WHEREAS**, the FAA Reauthorization directs FAA to avoid overlaying previously existing routes on to RNAV routes where practicable, even if existing routes have supported land use compatibility; and
3. **WHEREAS**, new RNAV flight routes often have significant associated noise impacts that affect communities; and
4. **WHEREAS**, the associated noise impacts may not meet the FAA's threshold (DNL level of 65dB) requiring mitigation yet significantly affect residents; and
5. **WHEREAS**, a categorical exclusion deprives, and has deprived, affected communities from full participation in the review process; and
6. **WHEREAS**, communities and the airports have the greatest knowledge as to the noise impacts of new RNAV flight paths,
7. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors supports the goals of safety and efficiency in the air transportation system; and
8. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors likewise supports community involvement in the review of RNAV flights paths; and
9. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges the U.S. Congress to amend the FAA Reauthorization legislation by including a provision which requires the FAA to provide airports and their communities with no less than 30 days' notice regarding the proposed RNAV flight path revisions; and
10. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges the U.S. Congress to further amend the FAA Reauthorization legislation by prohibiting the use of categorical exclusions should an airport advise the FAA within the 30-day review period that the

proposed flight path revisions would have a significant adverse aircraft noise impact on their community; and

11. **BE IT FURTHER RESOLVED**, that The United States Conference of Mayors urges the U.S. Congress to repeal the last sentence of sections 213(a)(1)(A) and 213(b)(1)(A) of the FAA Modernization and Reform Act of 2012.

Projected Cost: Unknown

## Heather Branigin

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**From:** Suzanne Haugland <suzieph@decoridesigns.com>  
**Sent:** Tuesday, June 16, 2015 11:10 AM  
**To:** Cary Teague  
**Cc:** Ann Swenson; Robert Stewart; Kevin Staunton; Mary Brindle; Scott H. Neal; James Hovland; Kris Aaker  
**Subject:** Re: 5305 Highwood Drive - update  
**Attachments:** image003.png

Hi Cary Thank you sooo much for staying on this for us. It has really gotten old looking at a container of some sort on the driveway since November of 2013. There appears to be light at the end of the tunnel ☐  
Suzie Haugland

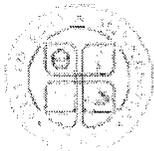
On Jun 16, 2015, at 10:51 AM, Cary Teague <[cteague@EdinaMN.gov](mailto:cteague@EdinaMN.gov)> wrote:

Good morning,

I just spoke with the attorney for the land owner of 5305 Highwood Drive. The property owner has arranged for the container to be removed on June 25<sup>th</sup>. That was the soonest they could make arrangements for its removal.

Given that we set a deadline of June 20<sup>th</sup>, I wanted you all to be aware that there is a plan in place for its removal.

Cary



**Cary Teague, Community Development Director**

952-826-0460 | Fax 952-826-0389 | Cell 952-826-0236

4801 W. 50th St. | Edina, MN 55424

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

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

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**From:** Suzanne Haugland [<mailto:suzieph@decoridesigns.com>]

**Sent:** Thursday, June 11, 2015 3:57 PM

**To:** Cary Teague

**Cc:** Ann Swenson; Robert Stewart; Kevin Staunton; Mary Brindle; Scott H. Neal; James Hovland; Kris Aaker; Jackie Hoogenakker

**Subject:** Re: 5305 Highwood Drive

Hi Cary - Thank you so much for following up on this. The Highwood neighbors will be doing the happy dance. Suzie Haugland

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**From:** Cary Teague <[cteague@EdinaMN.gov](mailto:cteague@EdinaMN.gov)>

**Sent:** Thursday, June 11, 2015 3:42 PM

**To:** Suzanne Haugland

**Cc:** Ann Swenson; Robert Stewart; Kevin Staunton; Mary Brindle; Scott H. Neal; James Hovland; Kris

Aaker; Jackie Hoogenakker  
**Subject:** 5305 Highwood Drive

Hi Suzanne,

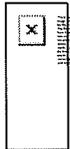
The homeowner of 5305 Highwood drive was cited in violation of City Code yesterday, and asked to remove the structure or comply with City Code by June 20<sup>th</sup>.

Traditionally staff has considered storage “pods” or containers as temporary structures if they sit on property for less than 6 months. If they sit for six months or more they then would then be considered a structure that needs to meet a structure setback requirement and get a building permit.

In this instance staff has determined that this “container” is a structure and must meet all required setbacks now. It does not meet any setbacks in its current location.

Staff will follow up to see that the structure is moved.

Cary



**Cary Teague, Community Development Director**

952-826-0460 | Fax 952-826-0389 | Cell 952-826-0236

4801 W. 50th St. | Edina, MN 55424

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

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

## Heather Branigin

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**From:** Edina 273 <edina273@gmail.com>  
**Sent:** Tuesday, June 16, 2015 11:12 AM  
**To:** James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; ann swenson  
**Subject:** Follow-Up Communication Regarding Open Enrollment Policy  
**Attachments:** City\_Council\_Letter\_061615.pdf

To Mayor Hovland and Members of the Edina City Council,

Earlier this year a large number of your constituents wrote to each of you requesting your support and assistance in regards to the open enrollment policy of Edina Public Schools. Soon afterwards, on March 17, 2015, the Edina City Council and the Edina School Board held a joint work session during which this issue was explicitly discussed. As Member Staunton noted in his "Staunton Summaries" of March 21:

"I was pleased to hear as part of that discussion that the District is in the process of evaluating its policy on open enrollment to determine whether it should be modified to include a preference for students who live in Edna but outside the school district boundaries. Although any change in policy will not affect open enrollment determinations for the upcoming 2015-16 school year, District officials told us that they hope to reach some conclusions on the issue by late spring or summer."

Spring has come and gone and we are now firmly into summer and there has been no action taken by the Edina School Board, nor has any update been provided. The most recent school board meeting was held last evening, June 15, and a modification of the open enrollment policy was (once again) not included on the agenda.

It has become quite clear that some Members of the City Council are of the opinion that the "multi-purpose learning and activity spaces" that will be built by the Edina school district on the grounds of the high school as a result of the recently passed district referendum would be an "efficient" way of providing more "public" space to the "community." As Council Member Staunton stated to Superintendent Dressen during the joint work session referenced above, "We are doing our own planning...so the sooner we know about your plans then we can make our plans."

In this context, you should bear in mind that despite claims of allegiance to the "community" and waving the flag of "all for all" neither the district administration nor the Edina school board have demonstrated any obligation or even any desire to serve the entirety of the Edina community. This was made quite clear when the school board initially passed the open enrollment policy in May 2008, and in their lack of reasonable action in the subsequent years. Board Member Regina Neville made the very pointed comment during the joint work session that "the notion of a community center is misunderstood...new additions at the high school are learning

spaces, first and foremost.” In other words, this will be a district facility for district taxpayers and should not be expected to be a public amenity operated for the benefit of the entire Edina community.

Here is another example to bear in mind. The spring 2007 edition of *About Town*, published by the City of Edina for the benefit of all Edina residents, trumpeted the opening the Welcome Center in the “Edina Community Center.” The article begins, “Welcome to Edina! That’s the message of a new facility that opened last summer to provide community assistance to new Edina residents and families.” The article continues, “The idea behind the Welcome Center is to create a one-stop-shop for all Edina residents looking for information about their City,’ said Valerie Burke, Edina Resource Coordinator, ‘especially those who are new to our community.’” Finally, “The move downstairs makes the Edina Resource Center and Welcome Center accessible to all Edina residents,’ said Burke.”

Though city residents who live within the boundaries of the Edina school district may have found a warm welcome, those who live within the city but outside the district’s boundaries have frequently received a much different reception and nothing resembling a “one-stop-shop for all Edina residents.” The alleged welcome mat is apparently being rolled up in any event, as Superintendent Dressen announced at the joint work session that the “Welcome Center” was being moved back up to the third floor. It is no small irony that one of the few changes that the Edina school board did make to their open enrollment policy in February 2015 was to remove all references to the Welcome Center. Astute readers will probably also note that the Welcome Center was opened (“for all Edina residents”) just one year prior to the school board passing their open enrollment policy which failed to provide any consideration for Edina residents living outside district boundaries.

As was noted in the conclusion of the letter you received on February 12, 2015: Should the Edina school board fail to take the necessary steps to modify their Nonresident Enrollment policy, then City officials should reassess the relationship between the City and the District. In a multitude of ways, ranging from marketing and communications to co-hosting events such as “State of the Community” and real estate forums to providing direct and indirect financial support to issuing bonds in support of District infrastructure projects, the City of Edina has entered into what is essentially an “exclusive relationship” with the Edina School District. If the District leadership is unwilling to reciprocate, then such a relationship is inaccurate, inappropriate and is a disservice to those Edina families who live outside school district boundaries.

And, finally, the conclusion of the letter you received on March 12, 2015: We have reached a watershed moment in the history of the City of Edina. Crafting a strategic vision and the subsequent planning based on an assumption that residents of the City of Edina and Edina Public Schools are “nearly the same” is not acceptable to the 27% of Edina households who live outside the borders of Edina Public Schools. Continuing support for Edina Public Schools in maintaining an exemplary public education system for the community is a worthy objective for the City to pursue but requires that the leadership of Edina Public Schools amends the district policy to provide priority access for all members of the Edina community.

These considerations should inform your thinking as you vote on how to proceed with the creation of public spaces and amenities, such as those that could be located at the old Public Works site, and all future planning which is intended to benefit all residents who live in the city of Edina.

Sincerely yours,

Pam Allen

6500 Willow Wood Road

Todd Gustin

5017 Park Terrace

Alan Koehler

5304 Evanswood Lane

Tim Kuck

6316 Westwood Court

Paul Mooty

5320 Kelsey Terrace

Kurt and Laura Nisi

5201 Blake Road

## Heather Branigin

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**From:** Werbalowsky, Jeffrey <JWerbalowsky@HL.com>  
**Sent:** Tuesday, June 16, 2015 11:50 AM  
**To:** 'Edina 273'; James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; ann swenson  
**Cc:** Mary Werbalowsky (mwerbal@aol.com) (mwerbal@mac.com)  
**Subject:** RE: Follow-Up Communication Regarding Open Enrollment Policy

My kids have successfully run the Edina school enrollment gauntlet for which we are very grateful, but this is extremely frustrating as a supporter of both Edina and the Edina public schools. Jim and Kevin this is an issue that has festered, is demonstrably inefficient and divisive, and should be rectified. I am sure that there are countervailing interests and conflicting issues which need to be resolved, but it is an issue in my mind of fundamental municipal fairness. To the outside naïve and ignorant observer, such as myself for example, it appears that the excellent and accomplished political forces we rely on such as yourselves have not focused on fixing this, perhaps because it's hard and will be difficult and contentious, or perhaps there are other issues at play. I would personally appreciate it if you could state for all concerned whether it is your collective intention-or if you have individual differences your personal intentions- to take definitive action to remedy the situation, the time frame and the steps involved, and the assistance you need from concerned citizens. If that is not your intention, please let us know why as well. Thank you very much.

Jeffrey Werbalowsky  
Co-Chairman

HOULIHAN LOKEY  
612.215.2240 Direct  
612.338.2910 Main  
[JWerbalowsky@HL.com](mailto:JWerbalowsky@HL.com)

**From:** Edina 273 [<mailto:edina273@gmail.com>]  
**Sent:** Tuesday, June 16, 2015 11:12 AM  
**To:** [jhovland@EdinaMN.gov](mailto:jhovland@EdinaMN.gov); [mbrindle@EdinaMN.gov](mailto:mbrindle@EdinaMN.gov); [kstaunton@EdinaMN.gov](mailto:kstaunton@EdinaMN.gov); [rstewart@EdinaMN.gov](mailto:rstewart@EdinaMN.gov); ann swenson  
**Subject:** Follow-Up Communication Regarding Open Enrollment Policy

To Mayor Hovland and Members of the Edina City Council,

Earlier this year a large number of your constituents wrote to each of you requesting your support and assistance in regards to the open enrollment policy of Edina Public Schools. Soon afterwards, on March 17, 2015, the Edina City Council and the Edina School Board held a joint work session during which this issue was explicitly discussed. As Member Staunton noted in his "Staunton Summaries" of March 21:

"I was pleased to hear as part of that discussion that the District is in the process of evaluating its policy on open enrollment to determine whether it should be modified to include a preference for students who live in Edna but outside the school district boundaries. Although any change in policy will not affect open enrollment determinations for the upcoming 2015-16 school year, District officials told us that they hope to reach some conclusions on the issue by late spring or summer."

Spring has come and gone and we are now firmly into summer and there has been no action taken by the Edina School Board, nor has any update been provided. The most recent school board meeting was held last evening, June 15, and a modification of the open enrollment policy was (once again) not included on the agenda.

It has become quite clear that some Members of the City Council are of the opinion that the "multi-purpose learning and activity spaces" that will be built by the Edina school district on the grounds of the high school as a result of the recently passed district referendum would be an "efficient" way of providing more "public" space to the "community." As Council Member Staunton stated to Superintendent Dressen during the joint work session referenced above, "We are doing our own planning...so the sooner we know about your plans then we can make our plans."

In this context, you should bear in mind that despite claims of allegiance to the "community" and waving the flag of "all for all" neither the district administration nor the Edina school board have demonstrated any obligation or even any desire to serve the entirety of the Edina community. This was made quite clear when the school board initially passed the open enrollment policy in May 2008, and in their lack of reasonable action in the subsequent years. Board Member Regina Neville made the very pointed comment during the joint work session that "the notion of a community center is misunderstood...new additions at the high school are learning spaces, first and foremost." In other words, this will be a district facility for district taxpayers and should not be expected to be a public amenity operated for the benefit of the entire Edina community.

Here is another example to bear in mind. The spring 2007 edition of *About Town*, published by the City of Edina for the benefit of all Edina residents, trumpeted the opening the Welcome Center in the "Edina Community Center." The article begins, "Welcome to Edina! That's the message of a new facility that opened last summer to provide community assistance to new Edina residents and families." The article continues, "'The idea behind the Welcome Center is to create a one-stop-shop for all Edina residents looking for information about their City,' said Valerie Burke, Edina Resource Coordinator, 'especially those who are new to our community.'" Finally, "'The move downstairs makes the Edina Resource Center and Welcome Center accessible to all Edina residents,' said Burke."

Though city residents who live within the boundaries of the Edina school district may have found a warm welcome, those who live within the city but outside the district's boundaries have frequently received a much different reception and nothing resembling a "one-stop-shop for all Edina residents." The alleged welcome mat is apparently being rolled up in any event, as Superintendent Dressen announced at the joint work session that the "Welcome Center" was being moved back up to the third floor. It is no small irony that one of the few changes that the Edina school board did make to their open enrollment policy in February 2015 was to remove

all references to the Welcome Center. Astute readers will probably also note that the Welcome Center was opened (“for all Edina residents”) just one year prior to the school board passing their open enrollment policy which failed to provide any consideration for Edina residents living outside district boundaries.

As was noted in the conclusion of the letter you received on February 12, 2015: Should the Edina school board fail to take the necessary steps to modify their Nonresident Enrollment policy, then City officials should reassess the relationship between the City and the District. In a multitude of ways, ranging from marketing and communications to co-hosting events such as “State of the Community” and real estate forums to providing direct and indirect financial support to issuing bonds in support of District infrastructure projects, the City of Edina has entered into what is essentially an “exclusive relationship” with the Edina School District. If the District leadership is unwilling to reciprocate, then such a relationship is inaccurate, inappropriate and is a disservice to those Edina families who live outside school district boundaries.

And, finally, the conclusion of the letter you received on March 12, 2015: We have reached a watershed moment in the history of the City of Edina. Crafting a strategic vision and the subsequent planning based on an assumption that residents of the City of Edina and Edina Public Schools are “nearly the same” is not acceptable to the 27% of Edina households who live outside the borders of Edina Public Schools. Continuing support for Edina Public Schools in maintaining an exemplary public education system for the community is a worthy objective for the City to pursue but requires that the leadership of Edina Public Schools amends the district policy to provide priority access for all members of the Edina community.

These considerations should inform your thinking as you vote on how to proceed with the creation of public spaces and amenities, such as those that could be located at the old Public Works site, and all future planning which is intended to benefit all residents who live in the city of Edina.

Sincerely yours,

Pam Allen

6500 Willow Wood Road

Todd Gustin

5017 Park Terrace

Alan Koehler

5304 Evanswood Lane

Tim Kuck

6316 Westwood Court

Paul Mooty

5320 Kelsey Terrace

Kurt and Laura Nisi

5201 Blake Road

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## Heather Branigin

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**From:** James Hovland <jhovland@hovlandasmus.com>  
**Sent:** Monday, June 15, 2015 9:00 PM  
**To:** James Hovland  
**Subject:** RE: [PossibleSpam] FW: 4419 Driveway

I will see what I can do with Andy when I get home from out of town meetings.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

**From:** James Hovland <JHovland@EdinaMN.gov>  
**Date:** 06/15/2015 9:09 AM (GMT-05:00)  
**To:**  
**Subject:** [PossibleSpam] FW: 4419 Driveway

### Lynette Biunno, Receptionist



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

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

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

**From:** Phil Mero [<mailto:phil.mero@gmail.com>]  
**Sent:** Saturday, June 13, 2015 5:05 PM  
**To:** James Hovland; Scott H. Neal; Andy Porter; Monica Mero; Kevin Staunton; Mary Brindle (Comcast); Eric Nelson  
**Subject:** Re: 4419 Driveway

I spoke with Cade and Brian today and they made it absolutely clear that the very real concerns that their neighbors have for the safety for our family and property weren't a part of their 'vision' for the lot. Left my wife and I and several neighbors whom we've spoken with since absolutely flabbergasted. They have had no problem dumping upwards of \$400K in landscaping and \$100+K into a pool that is a safety hazard for small children to fulfill their 'vision'. While a simple ask of adding 18-24 inches onto their retaining wall and/or adding a few arbor vitae to ensure the safety of their neighbors property and family is unacceptable to them. Wow. Trust me, I'm not looking for a landscaping handout, I'm just looking to ensure the safety of my family and property.

Thanks to Kevin for coming out yesterday. I really appreciated your genuine concern and understanding of the very difficult situation that we are in.

We were really hoping it was only the builders that were callous and didn't care. Obviously not the case. You may have built within the city code, but you completely bastardized the 'good neighbor code'. This is all so sad.

On Thu, Jun 11, 2015 at 7:01 PM, Phil Mero <[phil.mero@gmail.com](mailto:phil.mero@gmail.com)> wrote:

Thank you for your time today Mayor and Scott. I do appreciate the opportunity to voice my concerns in person. I am attaching a photo of the current situation, and a photo with my gross rendering of what we are proposing. Again, we understand that the design was built within 'code', we don't need to hear that again from the builder.

What we are asking is for the builder and our new neighbors to consider what would be a very minimal investment to help curb our fears for the safety of our property, our family, and the potential nuisance that this driveway design will bring. Considering the 10's of thousands of dollars that have been put into the backyard with over 50 arbor vitae's purely for aesthetic purposes it seems that asking for 10 more arbor vitae's and 2-3 more feet on the back end of the retaining wall to ensure the neighbors safety isn't a big ask.

We hope that a 'good neighbor code' can be observed here and that the builder and owners will do what's right. This would benefit both the builder and owners reputation in the neighborhood.

Again, we do appreciate the attention to our very genuine concern.

Thanks in advance.

Monica and Phil Mero

4501 Grimes Avenue

Sincerely-

Phil Mero  
[612.963.0852](tel:612.963.0852)

## Heather Branigin

---

**From:** Mark Chamberlain <beetlebug00@gmail.com>  
**Sent:** Tuesday, June 16, 2015 1:34 PM  
**To:** James Hovland  
**Subject:** 7200 France and the Southdale Area Workgroup

Dear Mayor Hovland,

I was happy to hear that Boisclair withdrew their current proposal for 7200 France last week, but fully anticipate they will bring another proposal forward at some time in the future.

In light of the process that the Council has authorized for the Southdale Area Workgroup to define a vision and master plan for the greater Southdale area, I ask that the City not entertain any new proposals for 7200 France or any other parcel within the scope of the study until the Workgroup has been allowed to finish their task, specifically to develop a vision for the area which will define where density should be located and how much density that could be. It would be premature to consider or approve a project at this point that may or may not fit with an overall vision that has yet to be defined, especially when that vision will likely be defined in the next 100-120 days.

Until that vision is defined and adopted by the City Council, we still have a valid Comprehensive Plan that can and should be used to let prospective developers know what the limits of their projects would be. The Comprehensive Plan should not be viewed as mere guidelines any more than the signs on the Crosstown or Highway 100 that say 55 MPH, they both define limits.

I commend you for your initial support and approval of the Workgroup and ask that you support their continuation after their Phase 1 presentation at the Council meeting tomorrow night and for their request for funding to complete Phase 2. I have been impressed by their cooperative spirit as they approach their task given the diverse interests they represent, and believe they are working together for what is truly best for our City.

Mark Chamberlain

Cornelia Resident

## Heather Branigin

---

**From:** Larry Olson <lolson01@yahoo.com>  
**Sent:** Tuesday, June 16, 2015 2:19 PM  
**To:** Edina Mail  
**Subject:** In Support of Cornelia Dr Sidewalk

June 16, 2015

Edina City Council

We are residents on Cornelia Drive and are very excited about the sidewalk, which will run in front of our house, planned for construction in 2016. Not only will this make walking safer along Cornelia, we feel that it enhances the value of our home and makes our location more appealing for future residents.

We fully support the existing sidewalk design, which runs down the west side of Cornelia from the school to the corner of 68th Street, where it crosses to the east side and connects to the existing crosswalk at 66th Street.

We already take advantage of the improved pedestrian facilities and crossings along France Ave., choosing to walk to Centennial Lakes or the Galleria, rather than drive. Clearly, Edina is on a path (no pun intended) for greater walkability and we want to thank you for executing your vision for a safer and healthier community.

Thank you,  
Larry, Amy and Tate (age 9) Olson

## Heather Branigin

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**From:** scastro <scastro@mayorsinnovation.org>  
**Sent:** Tuesday, June 16, 2015 2:22 PM  
**To:** James Hovland  
**Subject:** Invite: Mayors Innovation Project Summer Meeting (also attached!)  
**Attachments:** Invitation\_Mayors Innovation Project Summer Meeting.docx; Invitation\_Mayors Innovation Project Summer Meeting.pdf

Dear Mayor Hovland,

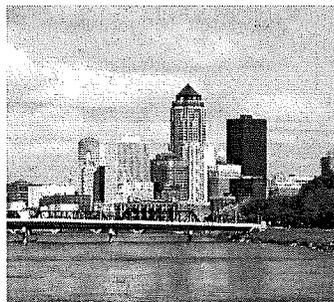
I recently called on behalf of the Mayors Innovation Project regarding our summer conference in Des Moines, Iowa. Attached is our invitation from Mayor Frank Cownie. If you have any questions or concerns, please contact Emily Miota by phone, (608) 263-7958, or by email, [ejmiota@mayorsinnovation.org](mailto:ejmiota@mayorsinnovation.org).

Best,

Savion



As a member of the Mayors Innovation Project Steering Committee, I'm honored to invite you Des Moines this summer! We're hosting the Mayors Innovation Project Summer meeting and will talk about the work Des Moines (and other cities) have done on community policing and racial equity, creating effective housing plans, measuring sustainability, and much more. We're consistently rated as one of the best places to live, raise a family, and retire, and I can't wait to show you why. In addition to our great quality of life, the upcoming presidential elections and our world-famous State Fair make this August an exciting time to come visit us. Please join us for the:

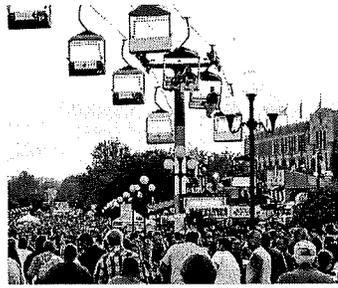


### **Mayors Innovation Project Summer Meeting**

**August 13 - 15, 2015 in Des Moines, IA**

**[Registration, agenda, and details here.](#)**

Our meetings offer you in-depth policy information, cutting edge ideas, and a comfortable place to discuss them with your peers. We promise we'll send you home with at least one or two new things you can implement immediately to improve life in your city.



Plus, you'll get to enjoy all Des Moines has to offer. I hope you can join us -- I know you'll learn a lot, and have a great time too! Reserve your spot now.

Sincerely,



Mayor Frank Cownie

Des Moines, IA

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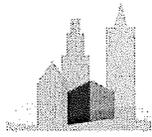
PS. If you have any questions, please visit [www.mayorsinnovation.org](http://www.mayorsinnovation.org) or contact our staff at 608-262-5387 or [info@mayorsinnovation.org](mailto:info@mayorsinnovation.org).

PPS. We invite Mayors, other local elected executive-branch leaders, and their senior staff to attend our meetings. Other elected local government leaders and staff should contact their executive and/or us for an invitation. If you're with an NGO or a business interested in presenting at or sponsoring a meeting, please contact us at [info@mayorsinnovation.org](mailto:info@mayorsinnovation.org).

Be a part of the conversation on Facebook and Twitter!



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[info@mayorsinnovation.org](mailto:info@mayorsinnovation.org)



mayors  
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project

## You're Invited!

As a member of the Mayors Innovation Project Steering Committee, I'm honored to invite you Des Moines this summer! We're hosting the Mayors Innovation Project Summer meeting and will talk about the work Des Moines (and other cities) have done on community policing and racial equity, creating effective housing plans, measuring sustainability, and much more. We're consistently rated as one of the best places to live, raise a family, and retire, and I can't wait to show you why. In addition to our great quality of life, the upcoming presidential elections and our world-famous State Fair make this August an exciting time to come visit us. Please join us for the:



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Plus, you'll get to enjoy all Des Moines has to offer. I hope you can join us – I know you'll learn a lot, and have a great time too! Reserve your spot now.

Sincerely,

Mayor Frank Cownie  
Des Moines, IA



PS. If you have any questions, please visit [www.mayorsinnovation.org](http://www.mayorsinnovation.org) or contact our staff at 608-262-5387 or [info@mayorsinnovation.org](mailto:info@mayorsinnovation.org).

Be a part of the conversation on Facebook and Twitter!



### About Us

The Mayors Innovation Project is a learning network among American mayors committed to "high road" policy and governance: shared prosperity, environmental sustainability, and efficient democratic government.

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Charlotte, NC

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International Affairs  
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Former Mayor, Athens, GA

Chris Doherty  
Former Mayor, Scranton, PA

Peggy Hanrahan  
Former Mayor, Gainesville, FL

David Pope  
Former Mayor, Oak Park, IL

## Heather Branigin

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**From:** Common Sense Edina <commonsenseforedina@gmail.com>  
**Sent:** Tuesday, June 16, 2015 2:34 PM  
**To:** Robert Stewart; James Hovland; Mary Brindle; Kevin Staunton; swensonann1@gmail.com; Scott H. Neal  
**Subject:** Common Sense for Edina - City of Edina employee safety

I was driving down Normandale Road this afternoon when I noticed a marked city of Edina pickup truck on the pedestrian path moving with a city employee sitting in the bed of the pickup. While technically not illegal the city of Edina should follow state law and require that all employees in moving vehicles to be seated with seat belts on. Yesterday I was talking with another Edina resident when another marked city of Edina pick up truck ran a stop sign on Lakeview Drive. I often see city of Edina employees driving city vehicles talking on smart phones. Does the City of Edina do any safety training? Employees have been getting injured on the job which costs all of us money.

This afternoon I saw a vehicle owned by a local mechanical contracting firm and all over the sides of the truck were signs regarding safety first. Why doesn't Edina institute a program to recognize the value of safety first? You may not value the opinion of residents but again do the right thing and do what is best for city employees to understand safety and help employees avoid accidents.

Last year the Minnesota OSHA informed the City of Edina they needed to follow state law and have an employee safety committee which was subsequently put into place. Use this committee to institute safety training and awareness.

David Frenkel

## Heather Branigin

---

**From:** David Arbit <davida@mplsrealtor.com>  
**Sent:** Tuesday, June 16, 2015 3:22 PM  
**To:** James Hovland; Scott H. Neal; Kevin Staunton; Robert Stewart; Mary Brindle; 'swensonann1@gmail.com'; Edina Mail  
**Subject:** May 2015 – Housing Market Update

Dear Mayor Hovland and Members of the Council:

With interest rates still attractive and the home buying season in full swing, housing is approaching peak seasonal activity levels across the metro area. More homes are selling at higher price points in less time. Overall, the market is still favoring sellers in most areas, though that's not the case in all communities or market segments. Many buyers are still feeling frustrated by the lack of inventory, making seller and builder confidence levels that much more instrumental to full recovery. Despite some hurdles, nearly every metric continues to showcase ongoing market recovery.

- New Listings in Edina increased 14.6 percent to 196.
- Pending Sales were up 10.4 percent to 117.
- Closed Sales increased 10.4 percent to 106.
- Days on Market was up 60.3 percent to 101 days.
- The Median Sales Price increased 12.8 percent to \$424,450.
- Inventory levels grew 15.5 percent to 410 homes.
- Percent of List Price Received at Sale decreased 0.8 percent to 97.7 percent.
- Months Supply of Inventory was up 15.9 percent to 5.1 months.
- Distressed sales made up 0.9 percent of all Closed Sales.
- Single-Family homes made up 67.9 percent of all Closed Sales.
- New construction properties made up 8.6 percent of all Closed Sales.

The metro-wide median sales price is now within 3.6 percent of the May 2006 level and 6.3 percent of the record high seen in June 2006. Many factors have enabled prices to once again approach these levels. It's taken nearly 10 years just to get this close to break-even and this time the fundamentals are better, our population has grown and industry professionals and consumers are more cautious. Rising rents, favorable rates, solid job growth and some noticeable wage growth are all encouraging consumers to seriously consider homeownership.

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!

Regards,

---  
**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](#)

## Heather Branigin

---

**From:** Bill Helgeson <bill@steelfabusa.com>  
**Sent:** Tuesday, June 16, 2015 4:28 PM  
**To:** James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com; Scott H. Neal; Cary Teague  
**Cc:** lhelgeso@gmail.com; 'Mark Chamberlain'  
**Subject:** Southdale Area Workgroup

Please support the continued Southdale Area Workgroup process to allow for Phase 2 and DO NOT approve any proposals for this area until both their principles and their Vision (City Plan) are completed. Prior to that completion, any proposals should not deviate from the Comprehensive Plan with that acting as a limit and not as a guideline. This issue in general, and the 7200 France Avenue property in specific, are very important to our neighborhood and my family to have resolved comprehensively, thoughtfully and without haste. Your consideration and prudence would be appreciated. Sincerely, William (& Lydia) Helgeson 7128 Lynmar Lane Edina, MN 55435

## Heather Branigin

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**From:** Kathy Dahlheimer <kdahlheimer@comcast.net>  
**Sent:** Wednesday, June 17, 2015 9:15 AM  
**To:** Edina Mail  
**Cc:** Mary Brindle (Comcast)  
**Subject:** For all city council members and Scott Neal

Hello...Hope this will make the packet today...been gone and wanted to get this out sooner. Just a couple of comments.

I attended the work session where the Grandview Process options were discussed and was wondering about a potential conflict of interest. From what I can gather the direction will be residential with public space for the art center which I think is the best use; however there is also a performing arts component and I sort of got the impression that a "consultant" George Sutton is recommending this and I also know he is very active and on the board of James Sewell Ballet which I would imagine could find a new home in Edina. While that might be fine I think he is too close to that particular use and tenant to provide an unbiased opinion. There would have to be some serious independent consideration of how this will work. If I have not gotten the situation right and he is not advising the council please let me know but I sat right there that night and subsequently found out more about his involvement with the ballet.

I also note that Boisclair Corp. has withdrawn their proposal for 7200 and will come back with another no doubt. I had a major issue with them literally courting members of the City Council after a vote was taken so they could change it. I guess this is how business is done but it did not seem right. I hope that the council will continue the work of the Southdale group. I have attended some of the meetings and frankly am astonished at the level of commitment and expertise in that group. Consultants like many of these individuals come with extremely high price tags and these are all volunteers at this point. I hope they can continue and that major proposals such as 7200 can be evaluated in the future when the guidelines are in place. From what I have heard so far many of their recommendations make so much sense....Edina just has to start to plan for large areas just not building to building with no consideration for the big picture.

Thanks for your attention to this correspondence and service to the city.

Kathleen Dahlheimer

## Heather Branigin

---

**From:** BKOHN1@comcast.net  
**Sent:** Wednesday, June 17, 2015 10:51 AM  
**To:** James Hovland  
**Subject:** France Avenue Southdale Area

Dear Mayor Hovland:

As a resident of the South Cornelia neighborhood, I am writing to encourage you to support continuation of the Work Group process and the funding requested for Phase 2 for the France Avenue Southdale Area.

I also ask that the city not entertain another proposal for 7200 France Avenue South until the Work Group has been able to complete a vision for the Southdale area during Phase 2. If the city does entertain any proposals for the area, including the west side of France, before the completion of Phase 2 and adoption of a vision, I urge that such proposals be required to conform to the restrictions and limitations of the current Comprehensive Plan.

Thank you.

Sincerely,

Bruce Kohn

## Heather Branigin

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**From:** Ladislaus Sledz <ladsledz@gmail.com>  
**Sent:** Wednesday, June 17, 2015 1:58 PM  
**To:** James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com; Scott H. Neal; Cary Teague  
**Subject:** Southdale Area Workgroup Process

My wife and I are Edina residents at 7321 Cornelia Drive. We would like to urge you to :

- 1) Support continuation of the Southdale Area Workgroup process and the funding for Phase 2.
- 2) Not entertain another proposal for 7200 France Avenue until the Workgroup has been able to complete a vision or city plan during their Phase 2, as it would be premature to approve something that may or may not fit with the overall vision before that vision is defined.
- 3) Not entertain any proposals for the Southdale area and the west side of France Avenue before the completion of Phase 2 and the adoption of a vision for the area. We urge that such proposals conform to the restrictions and limitations of the Comprehensive Plan, and not use the Comprehensive Plan as "just a guideline".

Thank you,

Lad and Melody Sledz

## Heather Branigin

---

**From:** Scott H. Neal  
**Sent:** Wednesday, June 17, 2015 3:19 PM  
**To:** 'Carl Sledgister'  
**Cc:** swensonann1@gmail.com; Edina Mail; jonibennett12@comcast.net; Mary Brindle; joshsprague@edinarealty.com; Ann Kattreh  
**Subject:** RE: Weber Woods

Mr. Sledgister -

The cities of Edina and St. Louis Park have both submitted proposed Purchase Agreements to the City of Minneapolis proposing to purchase or pro rata share of the Weber Woods. The City of Minneapolis has formally acknowledged receipt of our respective proposals. We have no knowledge about when the City of Minneapolis will respond to us.

Scott Neal, City Manager  
952-826-0401 | Fax 952-826-0390  
[sneal@EdinaMN.gov](mailto:sneal@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

**From:** Carl Sledgister [<mailto:sledgewig@gmail.com>]  
**Sent:** Wednesday, June 17, 2015 2:59 PM  
**To:** Carl Sledgister  
**Cc:** [swensonann1@gmail.com](mailto:swensonann1@gmail.com); Edina Mail; Scott H. Neal; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); Mary Brindle; [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); Ann Kattreh  
**Subject:** Re: Weber Woods

All -  
Looking for any updates regarding the offer to purchase Weber Woods, and the City of Minneapolis' response. Have not heard much on the topic since MPLS countered with a number higher than their original - please provide any updates if possible.  
Certainly hope SLP & Edina are still pursuing this incredible opportunity.  
Thank you  
Carl

On Dec 2, 2014, at 7:47 PM, Carl Sledgister wrote:

Mayor Hovland, City Council Members, and Parks & Rec:

As an Edina resident - I strongly feel that the area west of France Ave S, between 40th and 42nd ("Weber Woods") should not be left to chance.

This is an excellent opportunity for the city of Edina to expand their park system, act upon the common interest expressed by Edina residents on multiple occasions, and show that the City Council believes in its own Comprehensive Plan.

Weber Woods should be acquired and preserved as natural parkland - NOT left to developers.

With a seemingly endless potential for natural development and sustainable trail systems - the loss of this green space would be detrimental to Edina, SLP and MPLS.

Sincerely -  
Carl Sledgister