

REPORT / RECOMMENDATION



To: MAYOR & COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: July 7, 2015

Subject: Correspondence

Action
Discussion
Information

Action Requested:

No action is necessary.

Attachment:

Attached is correspondence received since the last Council meeting.

Heather Branigin

From: Phil Mero <phil.mero@gmail.com>
Sent: Wednesday, June 17, 2015 7:40 PM
To: James Hovland; Scott H. Neal; Mary Brindle (Comcast); Kevin Staunton; bob.stewart@theplatinumgrp.com; Monica Mero; Ross Bintner; Chad Millner; Cindy Larson
Attachments: finished product.jpg; car catcher.jpg; Masons MN Statutes 1927.pdf; cliff.jpg

Hello All-

Hoping to get just a little more of your time, greatly appreciated. Needless to say I've been working on this tirelessly and have no plans on caving until the new neighbors and/or builder do the right thing. I am currently out of town otherwise I would be presenting this at your meeting this evening.

Firstly, I would like to request that you seriously consider retroactively adding a section to the city code that states:

Any construction that creates a potentially dangerous situation or nuisance for another neighbor must be reviewed by agents for the city and corrected. That even if the nuisance conforms to city code the city can still make the homeowner take steps to alter a potentially dangerous situation in which there is a chance of physical harm to others or to adjoining property.

Also, an attorney friend of mine came across a case from 1942 Sime VS. Lisbeth Jensen. The case is outlined in the link below. He believes that this could be applied in our case, and that demanding of the builder to install some sort of barrier certainly seems within reason. It's apparent why they will not raise their retaining wall. It is due to the poor design of garage/driveway and the fact that they would continuously run their bumpers into the wall when navigating from driveway to garage. As an innocent bystander, we should not have to suffer the consequences of their faulty design.

I have attached a photo of a 'car catcher' that you installed in your lot on 49.5 and France. A modified, 'residential' rendering of such a catcher could be applied to the lateral support next door. I would like the opportunity to discuss this with the city and the builder.

http://mn.findacase.com/research/wfrmDocViewer.aspx/xq/fac.19421224_0002.MN.htm/qx

An owner who by filling raises his land above the level of adjoining land has no right of lateral support from the latter and is under the duty to keep soil used in so raising his land off adjoining land. Berry v. Fleming, 87 App. Div. 53, 83 N.Y.S. 1066; American S. & T. Co. v. Lyon, 21 App. D.C. 122. The owner who by filling raises the level of his land above that of his neighbor's is bound to build a retaining wall or other structure if necessary to keep such soil within his own line.

Please let me know how we need to proceed.

Many thanks!

Phil Mero
[612.963.0852](tel:612.963.0852)

1944 Supplement
To
Mason's Minnesota Statutes, 1927
and
Mason's 1940 Supplement

Containing the text of the acts of the 1941 and 1943 Sessions of the Legislature, both new and amendatory, and notes showing repeals, together with annotations from the various courts, state and federal, and the opinions of the Attorney General, construing the constitution, statutes, charters and court rules of Minnesota together with Law Review Articles and digest of all common law decisions.

Edited by
the
Publisher's
Editorial Staff

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1944

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8065. Qualities of expectant estates.

Notwithstanding provisions of §§8043, 8065, 8091 and 8092, intent of a testator trustor prevails. *Murray's Will*, 207M7, 290NW312. See Dun. Dig. 10257.

8073. Several and joint estates, etc.

Joint tenants by their mutual agreement may sever their joint tenancies and create a tenancy in common. *Greiger v. Pye*, 210M71, 297NW173. See Dun. Dig. 4950.

Where intention of the parties is to create an estate by survivorship at all events, a joint tenancy does not effectuate that intention. *Id.* See Dun. Dig. 4951.

A joint tenant may, at his pleasure, dispose of his share and convey it to a stranger, resulting in a severance or termination of joint tenancy. *Id.* See Dun. Dig. 4952.

8074. Estates in common.

Where plaintiff purchased land, paying consideration therefor, and had title taken in name of himself and defendant, making them tenants in common, title vested in defendant as to an undivided interest, rights of creditors not being involved, subject to any claims they may have against each other as tenants in common. *Drees v. G.*, 208M399, 294NW374. See Dun. Dig. 9895.

To constitute a joint tenancy, four unities are required, unity of interest, title, time, and possession, and if any of these elements is lacking estate is not one in joint tenancy. *Greiger v. Pye*, 210M71, 297NW173. See Dun. Dig. 4950.

In case of a joint tenancy with right of survivorship, one tenant could create a severance by conveying all of his interest directly to the other joint tenant, since if this were not so there would be a time during which complete alienation could not take place, thereby resulting in violation of statute against suspension of power of alienation. *Id.* See Dun. Dig. 4952.

Where cotenant demanding interest has been in possession of land asserting title in himself and receiving rents and profits, and a tender by his cotenants of amount due him for expenditures made by him on account of common property would be futile, he is entitled to interest on expenditures only from entry of judgment. *Larkin v. McCabe*, 211M11, 299NW649. See Dun. Dig. 9604.

In case of cotenancy a tenant making payments in protecting estate is entitled to interest only from time he demands contribution. *Id.*

Absent an agreement for compensation, a cotenant is not entitled to compensation for services rendered in managing, operating, or taking care of common property. *Id.*

Uniform Interparty Agreement Act has no application in determination of whether husband's deed to wife created an estate by the entirety. *Walker's Estate*, 16 Atl(2d) (Pa)28.

8075. Nominal conditions disregarded.

(n).

Where land was conveyed to a town wherein grantee "agreed that the above described property shall be improved and kept improved, and that said grounds shall be used for a public park and picnic grounds only and for no other purpose whatsoever," property went to county upon dissolution of town by operation of law, including appurtenant rights, privileges and duties, and whether county could use property for uses other than as a public park or picnic grounds would depend upon whether there was a condition subsequent or language was intended to be merely directory, a question of fact to be determined from all circumstances. *Op. Atty. Gen.* (441B), Jan. 4, 1941.

A conveyance to a town "this town to maintain car tracks and wall gate, said land to revert to the party of the first part when ceased to be used by said town," constituted a condition subsequent, upon breach of which, coupled with re-entry, estate of town will be defeated, unless condition has become merely nominal, but such

condition is directed toward a particular public use and not against succession of property to county upon dissolution of town, and there is no reverter resulting from failure to use the property unless there is a re-entry or an equivalent act before performance of condition as resumed. *Id.*

8076. Aliens, etc., not to acquire land.

Mere purchase of 160 acres of land at present time is not sufficient to bring alien within class of an "actual settler", but an alien who is actually occupying up to 160 of land at the present time with intention of continuing possession for exclusive occupancy and use as his residence comes within exception. *Op. Atty. Gen.* (3G), Feb. 15, 1940.

COMMON LAW DECISIONS RELATING TO ADJOINING LAND OWNERS

1. In general.

Adjoining owner is entitled to a mandatory injunction to compel the removal of a retaining wall encroaching on his land. *Sime v. Jensen*, 213M476, 7NW(2d)325. See Dun. Dig. 95a.

Owner who by filling raises level of his land above that of his neighbor's is bound to build a retaining wall or other structure if necessary to keep such soil within his own line. *Id.* See Dun. Dig. 95c.

An adjoining owner who raised his land above that of his neighbor and built a terrace half on land of neighbor, and when neighbor removed half of terrace had his servants enter upon such land to cut sod in process of making a new grade for the terrace, he was guilty of both nuisance and trespass. *Id.* See Dun. Dig. 95d.

There are cases to effect that when pursuant to a verbal contract owners of adjoining land co-operate in construction of a ditch or drain equitable doctrine of estoppel will prevent one of them from interfering with it to detriment of other. *Herrmann v. Larson*, 214M46, 7NW(2d)330. See Dun. Dig. 95a, 2823, 3209, 10157a.

2. Lateral support.

An excavating land owner cannot recover from the owner of adjoining burdened land sums expended by the former to brace and shore the latter's property when the expenditures were made voluntarily even though excavation could not be safely carried on without such precautions and the owner of the burdened land refused to provide necessary protection. *Braun v. H.*, 206M572, 289NW553, 129ALR618. See Dun. Dig. 96.

Where a landowner by filling raises his land above adjoining land, he is not entitled to lateral support for the raised land from adjoining land, but, on the contrary, he is bound to keep soil used for filling from falling on adjoining land, and where he erects a retaining wall for that purpose, he must erect it entirely upon his own land, and adjoining landowner cannot be compelled to pay any part of the cost thereof. *Sime v. Jensen*, 213M476, 7NW(2d)325. See Dun. Dig. 96.

Supported land has a right of lateral support from that which naturally affords its support, and supporting land is burdened with affording such support to land which it naturally supports. *Id.*

Right of lateral support does not include support needed because of artificial alterations in supported land. *Id.*

Right of lateral support from adjoining land consists in having soil in its natural condition remain in its natural position without being caused to fall away by reason of excavations or improvements made on adjacent land. *Id.*

Right of excavating landowner to recover expense of shoring up adjacent building. 24MinnLawRev852.

Removal of lateral support—substitution of artificial support by predecessor in title—duty of successor in title. 27MinnLawRev201.

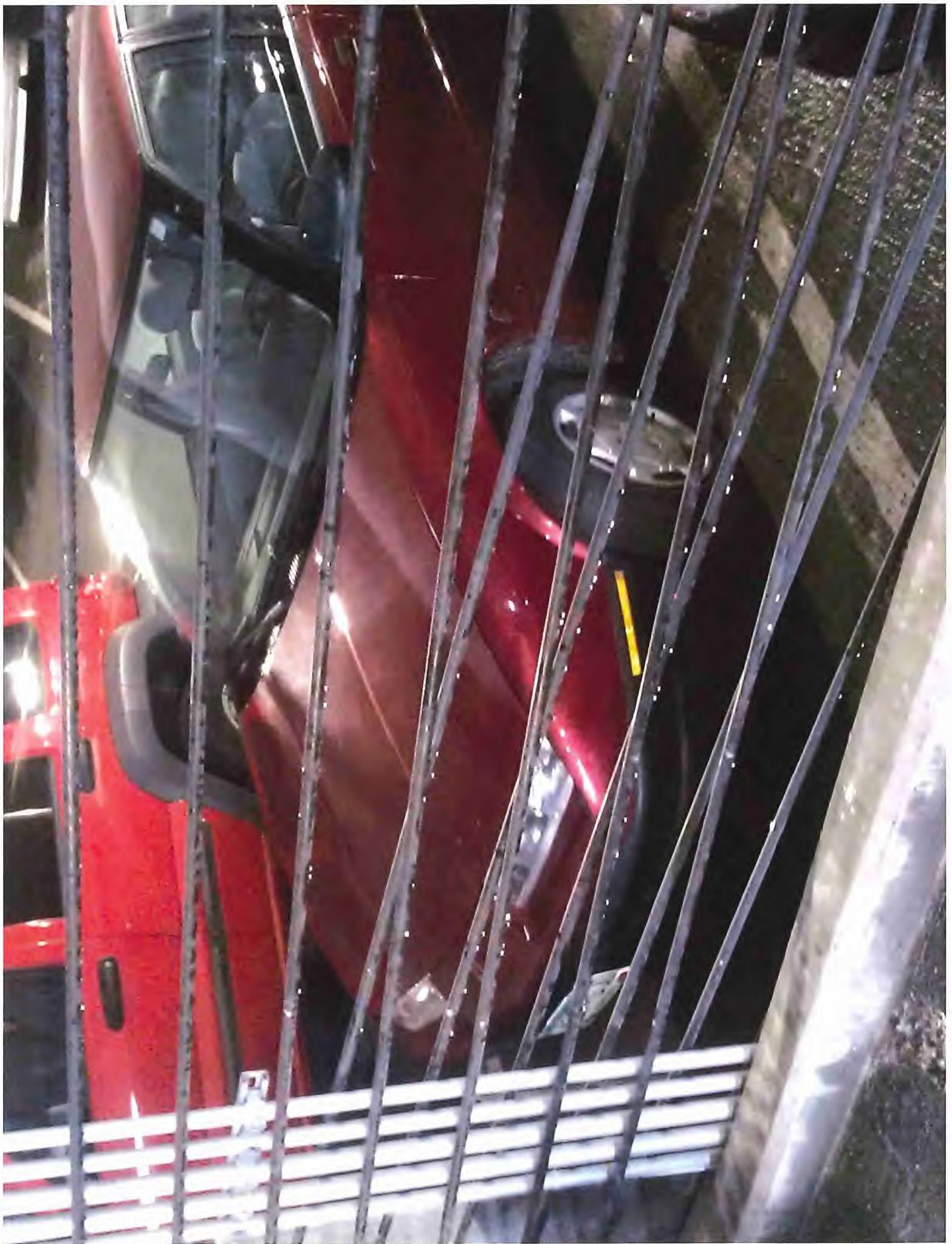
CHAPTER 59A

Property of Absentees

8080-1. Possession, management and disposition of certain property.

Dispositions of stolen property and in hands of sheriff when he is unable to find the owner. *Op. Atty. Gen.* (605b-40), May 20, 1943.







Heather Branigin

From: D'Amelio, Krista <KDamelio@airlines.org> on behalf of Burgeson, Christine <CBurgeson@airlines.org>
Sent: Thursday, June 18, 2015 2:57 PM
To: mayor@cityofsacramento.org
Cc: Williams, Sean
Subject: USCM Airport Resolutions

Dear Mayor Johnson,

Airlines for America (A4A), the oldest and largest industry trade organization for the leading U.S. airlines, offers the below comments on two proposed resolutions before you at the US Conference of Mayors 83rd Annual Meeting.

Oppose Resolution No. 101 that calls for a historic tax increase on airline passengers.

Resolution No. 101 – Modernization of Airports - calls on the USCM to support a nearly 90 percent tax increase in the Passenger Facility Charge (PFC) airport tax. *Airlines have a demonstrated track record of supporting infrastructure improvements at our partner airports, but unlike the funding challenges faced by our highways, airports have an abundant variety of resources from which they can draw upon to finance infrastructure improvements.*

Resolution No. 102 regarding aircraft noise issues.

With a strong track record of deploying new, quieter technology and the implementation of noise abatement operational procedures, the U.S. airlines have played an important role in reducing noise exposure. The number of people exposed to significant levels of aircraft noise in the U.S. has dropped by 95 percent since the late 1970s, even as enplanements have tripled.

Due to slowly improving finances, U.S. airlines are acquiring a significant number of new, more fuel-efficient and quieter aircraft, which will help reduce noise levels even further. The top-ten U.S. passenger airlines have 367 aircraft scheduled for delivery in 2015.

Additionally, NextGen improvements will enable the FAA to guide and track aircraft more precisely on more direct routes, as well as enable pilots to set aircraft engines near idle throttle while they descend, enabling a reduction in fuel consumption, emissions, and noise during the descent phase of flight. The resulting efficiencies of NextGen will enhance safety, reduce delays, save fuel, reduce aircraft exhaust emissions and limit the numbers of people impacted by aircraft noise.

Legislative mandates to reverse Performance Based Navigation (PBN) procedures or adopt airport-specific operating restrictions would be shortsighted and counterproductive, because they would seriously undermine the wide-range of environmental benefits associated with NextGen and the stability and connectivity of the National Airspace System (NAS).

The FAA is currently conducting a comprehensive, multi-year noise research project, commonly known as the "noise research roadmap," that is, among other things, reviewing the federal regulatory approach to noise measurement and actionable thresholds. This scientific and data-driven process should be allowed to proceed to ensure that any potential changes to U.S. noise metrics and policy receive proper consideration.

A4A encourages the USCM to let the existing FAA noise research project move forward, unimpeded, in order to provide policy makers with the scientific and data-driven information they will need to make future decisions.

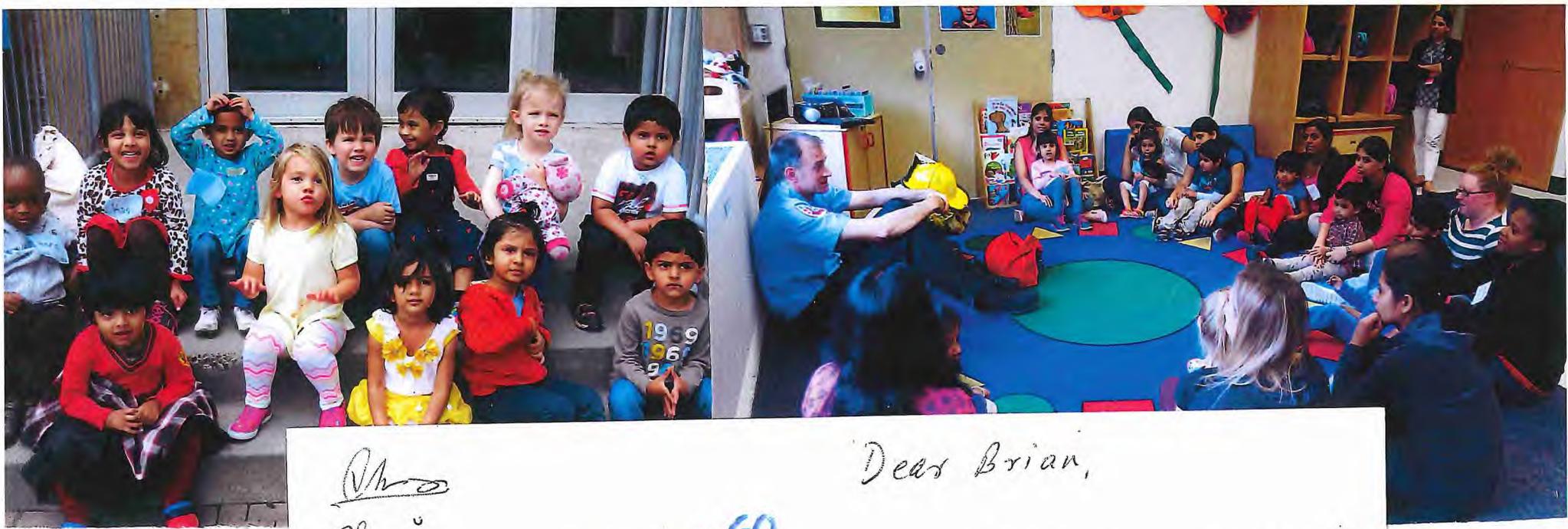
Sincerely,

Christine Burgeson

Christine McCarlie Burgeson

Senior Vice President, Global Government Affairs
Airlines for America[®]
1301 Pennsylvania Ave, NW, Suite 1100
Washington, DC 20004
202.626.4013—direct
202.494.7721—cell
cburgeson@airlines.org

cc: USCM Attending Mayors



City Council

~~Shyvi~~
 Shyvi
~~Bruno~~
 Priyanka
 Rekha

Thanks so much!
 Teacher Shelly!

we appreciated the
 great info!!
 John & Amanda

Clara
 Brenna
 Cynthia
 Kate

Dear Brian,

Thank you so much for visiting our classroom and sharing all that useful information on fire safety and emergency services in the community.

We are so fortunate to have you be a part of our community.

Edina Family Center
 2 year old Friday class.

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Friday, June 19, 2015 8:25 AM
To: James Hovland; Robert Stewart; Kevin Staunton; swensonann1@gmail.com; Mary Brindle; Scott H. Neal
Subject: Common Sense for Edina - Braemar Ice Arena: welding torch blocking fire exit
Attachments: welding torch 1.jpg; welding torch 2.jpg

Can somebody forward the attached photos I took last night at the Braemar Ice Arena of a welding torch blocking a fire exit in the east rink to the RJM Construction safety manager? I have no idea how many state fire codes are violated but this should also be brought to the attention of the Edina employee safety committee.

David Frenkel





Heather Branigin

From: Susie Miller
Sent: Friday, June 19, 2015 9:34 AM
To: commonsenseforedina@gmail.com
Cc: James Hovland; brian.recker@rjmconstruction.com
Subject: Fwd: Common Sense for Edina - Braemar Ice Arena: welding torch blocking fire exit
Attachments: welding torch 1.jpg; welding torch 2.jpg

Good Morning David,

First off, thank you very much for making us aware of the issue. This morning I reiterated safety issues with the contractors. We also removed the contractors equipment this morning. I am cc: Brian Recker with RJM for him to forward on to their safety manager.

I apologize. I literally just talked to the contractor at noon yesterday about making sure the exits remained clear. We should have double checked. I have also reminded our staff to double check their exits periodically throughout their shift, regardless of the season.

My cell phone number is 612-325-3392, please do not hesitate to call/text and/or cc: me on your email so we can take care of the safety issue immediately. I am available 24/7. We are looking forward to construction wrapping up in the next couple weeks.

Thank you,

Susie Miller

Sent from my iPhone

Begin forwarded message:

From: "James Hovland" <JHovland@EdinaMN.gov>
To: "Susie Miller" <smiller@EdinaMN.gov>
Subject: **FW: Common Sense for Edina - Braemar Ice Arena: welding torch blocking fire exit**

Hi Susie,

Can you assist this person??



Lynette Biunno, Receptionist

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

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

From: Common Sense Edina [<mailto:commonsenseforedina@gmail.com>]

Sent: Friday, June 19, 2015 8:25 AM

To: James Hovland; Robert Stewart; Kevin Staunton; swensonann1@gmail.com; Mary Brindle; Scott H. Neal

Subject: Common Sense for Edina - Braemar Ice Arena: welding torch blocking fire exit

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David Frenkel



Heather Branigin

From: Erik Hansen <ehansen@ustravel.org>
Sent: Friday, June 19, 2015 2:11 PM
To: Edina Mail
Subject: Re: USCM Info: Open Skies & Airport Modernization

Dear Mayor:

Earlier this week, Roger Dow, president and CEO of the U.S. Travel Association, sent the following important message regarding two resolutions that will be before you at the conference:

- **Resolution No. 55**, Restoring a Level Playing Field through Open Skies, which U.S. Travel, representing 1,250 member organizations, and its members **oppose**; and
- **Resolution No. 101**, Modernization of Airports, which U.S. Travel and its members **support**.

I will be attending the USCM and would be pleased to discuss U.S. Travel's requests pertaining to these matters or answer questions that you may have. My contact information is below.

Thank you,
Erik Hansen

Erik Hansen | Senior Director, Domestic Policy
U.S. Travel Association 1100 New York Avenue, NW | Suite 450 | Washington, D.C. 20005
T 202.408.2184 M 202.590.9274
ehansen@ustravel.org
LEARN MORE ustravel.org | projecttimeoff.com | travelcoalition.org
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FROM THE DESK OF ROGER DOW

Dear Mayor,

The U.S. Conference of Mayors (USCM) has a long and proud history of representing the common interests of American cities, large and small.

At your upcoming Annual Conference, USCM will consider two resolutions whose impact will influence the travel and tourism industry, the future of competition in the aviation marketplace and potentially affect communities across our nation. These

resolutions are:

- Resolution No. 55, Restoring a Level Playing Field through Open Skies, which the U.S. Travel Association, representing 1250 member organizations, and its members oppose; and
- Resolution No. 101, Modernization of Airports, which the U.S. Travel Association and its members support.

Stay Neutral on Open Skies

Resolution No. 55, presented by three U.S. legacy airlines—American, Delta and United—may seem innocuous but threatens to undermine a 20-year bipartisan policy supporting competition in international aviation through Open Skies. This important, yet complex policy is the foundation of airline competition. It has spurred an international travel boom that benefits cities and destinations across America through greater traveler spending, more U.S. jobs and higher tax revenues.

The "consultations" proposed in Resolution No. 55 are just the first step toward a larger goal of the U.S. legacy airlines: a freeze in new flights by the Gulf carriers. The CEOs of the U.S. legacy airlines have called for a "freeze" on new flights to the U.S., retroactive to January 2015, from Emirates, Etihad Airlines and Qatar Airways. While the proposed resolution makes no mention of their demand for a freeze, this is in fact what they have requested in their submission to the U.S. State, Commerce, and Transportation Departments.

- U.S. Travel Association opposes the resolution because it will restrict competition, reduce the growth in international visitors to the U.S., take away options for American travelers, and hurt local economies all over this country. We are also very concerned about the diplomacy, security and trade consequences of rushing to reopen agreements with UAE and Qatar at the behest of three airlines. Our relationships with these countries are not limited to aviation.
- Other U.S. airlines like JetBlue and Alaska Airlines oppose the Big 3 on this issue; some, like Southwest, are neutral. FedEx strongly opposes the Big 3's proposal because FedEx's ability to compete in international markets depends on the rights guaranteed under Open Skies. Taking away those rights would hurt U.S. exports.

In 2014, the Gulf carriers brought 1.1 million international travelers to the 11 U.S. cities they currently serve. These visitors contributed over \$4.1 billion to U.S. GDP, supported nearly 50,000 jobs and generated over \$1.1 billion in federal, state and local taxes. Last week, 24 CEOs sent a letter to the Administration in support of Open Skies.

In addition, the Gulf carriers have ordered 365 Boeing aircrafts, which will support 400,000 American jobs.

At a time when the Big 3 are cutting international capacity and keeping ticket prices and fees high despite low fuel prices, we need more competition, not less. I hope you will agree that the Conference should remain **neutral** on this issue and move to table Resolution No. 55.

Modernize Airport Infrastructure

Resolution No. 101, sponsored by Los Angeles Mayor Eric Garcetti and titled

"Modernization of Airports," supports Congressional action that would give local airport authorities the option to increase their Passenger Facility Charges (PFC).

The PFC is a local airport user fee that funds infrastructure improvements and is set by each airports' governing body. Unfortunately, Congress limits the maximum PFC that airports can charge to \$4.50 per passenger and has not adjusted the fee in over 15 years. This restricts the ability of airport authorities and city governments to fund critical modernization and expansion projects.

The U.S. Travel Association and its membership, including major hotel chains and, convention and visitors bureaus, strongly supports Resolution No. 101 because:

- Mayors and airport governing bodies, not Congress or the airlines, should have the power to decide when to adjust their PFC to fund airport modernization.
- Congressional action to adjust the maximum PFC would not raise fees at every airport. Instead, it would simply give mayors and airport authorities the option to adjust their PFC if they require funding for a project that alleviates congestion, expands capacity, enhances airline competition or reduces airport noise.
- Many airports do not have the necessary funding to carry out capital improvements fast enough to keep up with growing demand and passenger needs. Not one U.S. airport currently ranks among the top 25 in the world and the American Society of Civil Engineers rates airport infrastructure a D+. There will be a projected \$2.2 billion shortfall to pay for the airport improvements needed to handle growing passenger demand.

We urge you and your colleagues to support Resolution No. 101, which is pro-growth, pro-competition and pro-traveler, and allows mayors and local airport authorities—not Congress—to decide when to invest in airport modernization. Just as the Conference of Mayors represents all cities across the nation, so we believe that your decisions on these resolutions should be made on what's best for our national economy, local communities and American workers. By staying neutral on Open Skies policy and supporting airport infrastructure improvements, you can do just that.

Sincerely,



Roger J. Dow
President and CEO
U.S. Travel Association

U.S. TRAVEL
ASSOCIATION

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Official Card



1100 New York Avenue, NW, Suite 450, Washington, D.C. 20005 TEL 202.408.8422 FAX 202.408.1255 ustravel.org feedback@ustravel.org



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U.S. Travel Association
1100 New York Avenue, NW | Suite 450 | Washington, DC 20005
P: 202.408.8422 | F: 202.408.1255 | feedback@ustravel.org

Heather Branigin

From: Ross Plaetzer <ross@employersolutionsgroup.com>
Sent: Friday, June 19, 2015 2:47 PM
To: Cary Teague; Scott H. Neal; Ross Bintner
Cc: jhovland@krausehovland.com; Edina Mail; Kevin Staunton; Robert Stewart; Mary Brindle (Comcast); swensonann1@gmail.com
Subject: Refined Lot at 4419 Grimes
Attachments: IMG_4539.jpg; IMG_4535.jpg

Hi,

Five weeks ago, South View Design had a survey done of the 4419 Grimes back corner of their property where it meets ours at 4058 Sunnyside Road because of a dispute regarding Refined trying to take almost 12 inches of our lot to benefit their clients: Cade Bitner and Brian Miller. The survey concurred with our survey of 2007. We were happy to have our land back.

About 2 weeks ago we noticed a metal pole placed on our property past the pink string that marks our property line from 4419 Grimes. We thought they had placed the pole there temporarily to mark the line of their fence for their side lot. We left it there because we didn't think it was a big deal.

Today we saw another surveyor out there and quickly realized they were attempting to land grab again before the fence went up. We were, and remain, stunned by their blatant disregard for our property!

Laura asked the surveyor what he was doing and then asked a man from Refined with long gray hair in a ponytail what was going on and who had placed the metal pole in our yard. He replied that the pole was placed there by the City of Edina. He said the post was meaningless and she should chill out. Laura told both him and the surveyor that we would sue them if they placed a fence on our property.

Then Laura called Ross Bintner of the city of Edina. He called Refined and called us back stating that Refined was now claiming that that post marked the correct survey of the land.

Apparently, their clients aren't satisfied with a 300 foot lot and want to take a number of inches from our lot to enhance their lot. It is our belief that Refined, South View Design and their clients Mr.

Bitner and Mr. Miller just won't stop trying to take our land by whatever deceptive means possible!

It's incredible that we have had to continue defending our property.

We have included a picture of the agreed upon corner lot line.

Anything else than this corner is completely disputed. Additionally, we will sue to protect our property rights if a fence goes up on our property.

ROSS & LAURA PLAETZER | CELL: 612.940.4804 | 4058 SUNNYSIDE ROAD





Heather Branigin

From: Becky Christopher <BChristopher@minnehahacreek.org>
Sent: Friday, June 19, 2015 5:09 PM
Subject: Annual Review of MCWD Capital Improvement Plan
Attachments: MCWD Revised Draft CIP_5-26-15.pdf

Dear City and County Administrators, Mayors, and Staff,

As it does each year at this time, the Minnehaha Creek Watershed District (MCWD or District) is distributing its revised Capital Improvement Plan (CIP) for your review and comment. Your input on the revised draft CIP is valuable in helping to identify new opportunities to work together to protect and improve water resources.

This year's draft CIP reflects the District's "Two-Track" approach for project and program implementation. This approach is intended to allocate District resources to their highest and best use in addressing water resource issues throughout the watershed and allow for improved integration with community land use planning.

- **Focus Track:** This track prioritizes projects, staff and financial resources to high need areas within the District in order to make significant, lasting improvements to the most sensitive water challenges in the watershed.
- **Responsive Track:** The District continues to remain responsive to needs and opportunities District-wide through project partnerships, grant funding, education programming, permitting assistance, aquatic invasive species prevention, and other District resources.

As reflected in the draft CIP, the District's current priority areas under the Focus Track are the Minnehaha Creek Greenway and the Six Mile Creek Subwatershed. These areas have been identified as priorities based on factors including water resource needs and impairments, scale and complexity of the subwatersheds, opportunities created by development and redevelopment, and local partnerships and support.

The Responsive Track of the CIP includes projects District-wide that are being developed in response to community requests or opportunities. These include Cost Share grant projects, flood damage repairs, and capital projects such as the Highway 101 Causeway shoreline improvements. We encourage cities and counties to approach the District with project opportunities that may be incorporated into the CIP based on timing, alignment with District goals, and available funding.

This list includes all projects that are currently in development and have potential to move forward dependent on further analysis, community support, and securing of land rights and funding. In the Six Mile Creek Subwatershed, the District will be initiating a process later this year to develop a strategic implementation plan for the area in coordination with the municipalities, counties, Three Rivers Park District, and the public. This process will refine the prioritization and timing of specific projects.

Another change to this year's CIP is the addition of the "Funding Sources" column to reflect the District's efforts to diversify funding sources beyond the District levy. Keep in mind that "cost estimates" listed in the CIP do not reflect the true budget or levy projections, as they do not account for a variety of funding sources: carryover from past years, projects levied over multiple years, or outside funding from grants and project partners.

The draft CIP can be found on the District website at: <http://www.minnehahacreek.org/CIP>. You are invited to submit comments on the proposed draft CIP as well as suggestions for how the District can better integrate its water resource improvement efforts with project and land use planning in your community. Comments received will be compiled and

presented to the MCWD Board of Managers for review prior to approval of the CIP. Please submit comments via mail or email (provided below) no later than July 20, 2015.

Sincerely,

Becky Christopher
Lead Planner & Project Manager
Minnehaha Creek Watershed District
15320 Minnetonka Blvd., Minnetonka, MN 55345
952-641-4512 || www.minnehahacreek.org

Minnehaha Creek Watershed District Capital Improvement Plan

Track	Subwatershed	Project Name ¹	Project Description	Estimated Cost ²	Potential Funding Sources
2015³					
Responsive Track ⁴	District-Wide	Land Conservation Program	Conservation and restoration of land for water resource benefit.	\$ 2,500,000	MCWD Levy (Land Conservation)
	District-Wide	Cost Share Program	Funding assistance for projects identified through coordination with cities, developers, landowners, and other partners.	\$ 500,000	
	Lake Minnetonka	Promenade at Wayzata	Grant awarded for stormwater management and chloride reduction for major redevelopment project in Wayzata.	\$ 322,290	
	Minnehaha Creek	Arden Park Neighborhood Living Streets	Grant awarded for area-wide stormwater management as part of City of Edina road reconstruction.	\$ 89,000	MCWD Levy (Cost Share)
	Minnehaha Creek	Nokomis Neighbors for Clean Water	Grant awarded for stormwater management for 15 alleyways draining to Lake Nokomis in Minneapolis.	\$ 100,000	
Focus Track ⁵	Minnehaha Creek	Cottageville Park Phase I	Collaboration with Hopkins to manage stormwater runoff and expand park and green space along creek.	\$ 2,268,388	\$1,785,388 City of Hopkins, \$483,000 Clean Water Legacy Grant
	Greenway	Powell Road Stormwater Diversion	Collaboration with St. Louis Park to divert 217 acres of stormwater runoff.	\$ 1,012,936	\$506,468 Public Facilities Authority, \$506,468 MCWD Levy (Projects)
				2015 Total	\$ 6,892,614
2016					
Responsive Track ⁴	District-Wide	Land Conservation Program	Conservation and restoration of land for water resource benefit.	\$ 2,500,000	MCWD Levy (Land Conservation)
	District-Wide	Cost Share Program	Funding assistance for projects identified through coordination with cities, developers, landowners, and other partners.	\$ 1,000,000	MCWD Levy (Cost Share)
	Minnehaha Creek	Flood Damage Repairs	Repair of streambank erosion resulting from 2014 flood.	\$ 875,000	Federal Emergency Management Agency
Focus Track ⁵	Potential projects identified to date:				
	Minnehaha Creek	Powell-Meadowbrook Stormwater	Collaboration with St. Louis Park and private business to manage 36 acres of stormwater runoff and restore 3.5 acre wetland.	\$ 2,030,960	\$1,530,960 Private, \$500,000 MCWD Levy (Projects)/DEED/Hennepin County
	Greenway	Knollwood Mall	Collaboration with St. Louis Park and private business to manage 150 acres of stormwater runoff.	\$ 4,483,027	\$1,600,000 Private, \$2,883,027 MCWD Levy (Projects)/Grants
		Meadowbrook Golf Course	Collaboration with Minneapolis Park and Recreation Board for stream restoration, flood repairs, and increased flood storage.	\$ 3,120,000	\$2,020,000 FEMA, \$1,100,000 MCWD Levy (Projects)/MPRB/Grants
		Hiavatha Golf Course	Collaboration with Minneapolis Park and Recreation Board to repair flood damage and manage stormwater runoff.	\$ 1,490,000	\$1,490,000 FEMA, stormwater management costs and sources TBD
	Six Mile Marsh	Potential projects identified to date:			
	Six Mile Marsh Infiltration SMC-1	Partnership with private landowners to address nutrient loading to Pierson Lake.	\$ 788,600	MCWD Levy (Projects)	
	Marsh/Wasserman Wetland Restoration	Partnership with Victoria and developers to restore wetlands and reduce nutrient loading to Wasserman.	\$ 721,300	MCWD Levy (Projects)/Private	
				2016 Total	\$ 17,008,887
2017					
Responsive Track ⁴	District-Wide	Land Conservation Program	Conservation and restoration of land for water resource benefit.	\$ 2,500,000	MCWD Levy (Land Conservation)
	District-Wide	Cost Share Program	Funding assistance for projects identified through coordination with cities, developers, landowners, and other partners.	\$ 1,000,000	MCWD Levy (Cost Share)
	Lake Minnetonka	Grays Bay Hwy 101 Causeway	Partnership with Hennepin County to protect and enhance shorelines along the Hwy 101 at Lake Minnetonka.	\$ 1,604,308	\$1,574,308 MCWD Levy (Projects), \$30,000 Hennepin County
	Lake Minnetonka	Flood Damage Repairs	Repair of streambank erosion resulting from 2014 flood.	\$ 110,000	Federal Emergency Management Agency
	Long Lake Creek	Flood Damage Repairs	Repair of streambank erosion resulting from 2014 flood.	\$ 77,000	Federal Emergency Management Agency
	Painter Creek	Flood Damage Repairs	Repair of streambank erosion resulting from 2014 flood.	\$ 30,500	Federal Emergency Management Agency
	Painter Creek	Painter Creek Wetland Restoration (Potato)	Potential partnership with Army Corps of Engineers to restore wetland and habitat.	\$ 870,000	\$565,000 Section 206, \$305,000 MCWD Levy (Projects)
Focus Track ⁵	Potential projects identified to date:				
	Minnehaha Creek	Lake St Drainage Diversion	Collaboration with Hopkins to divert 30 acres of stormwater for volume and load reduction.	\$ 199,750	\$99,875 Public Facilities Authority, \$99,875 MCWD Levy (Projects)
	Greenway	Cottageville Park Phase II	Collaboration with Hopkins to manage stormwater runoff and expand park and green space along creek.	\$ 469,000	City of Hopkins
		Arden Park Stream Restoration	Collaboration with Edina on streambank restoration and ecological improvements for Minnehaha Creek along Arden Park.	\$ 254,900	MCWD Levy (Projects)
		Minnehaha Creek Greenway Trails	Collaboration with St. Louis Park to investigate creek crossing and provide safe passage for trails.		TBD MCWD Levy (Projects)
	Six Mile Marsh	Potential projects identified to date:			
	Parley Lake Internal Load Management	Partnership with private landowners to address nutrient loading to Parley Lake.	\$ 231,600	The District will undertake a planning effort to develop an integrated investment framework. Potential sources may include: MCWD Levy, Clean Water Legacy, Public Facilities Authority, Section 206, project partners.	
	Turbid/Lunsten Wetland Restoration	Partnership with private landowners to address nutrient loading to Turbid Lake.	\$ 496,300		
	Six Mile Marsh Infiltration SMC-55	Collaboration with St. Bonifacius to address nutrient loading to Mud Lake and flooding and channel erosion.	\$ 590,700		
				2017 Total	\$ 8,434,058
2018					
Responsive Track ⁴	District-Wide	Land Conservation Program	Conservation and restoration of land for water resource benefit.	\$ 2,500,000	MCWD Levy (Land Conservation)
	District-Wide	Cost Share Program	Funding assistance for projects identified through coordination with cities, developers, landowners, and other partners.	\$ 1,000,000	MCWD Levy (Cost Share)
	Gleason Lake	Flood Damage Repairs	Repair of streambank erosion resulting from 2014 flood.	\$ 1,800	Federal Emergency Management Agency
	Painter Creek	Painter Creek Wetland Restoration (SOB)	Potential partnership with Army Corps of Engineers to restore wetland and habitat.	\$ 243,000	\$158,000 Section 206, \$85,000 MCWD Levy (Projects)
	Six Mile Marsh	Flood Damage Repairs	Repair of streambank erosion resulting from 2014 flood.	\$ 34,000	Federal Emergency Management Agency
Focus Track ⁵	Potential projects identified to date:				
	Minnehaha Creek	325 Blake Rd	Implementation of treatment practices to accept 268 acres of runoff from Powell Rd and Lake St. stormwater diversions.	\$ 2,328,500	Public Facilities Authority
	Greenway	Cottageville Park Phase III	Collaboration with Hopkins to manage stormwater runoff and expand park and green space along creek.	\$ 276,000	MCWD Levy (Projects)
		Meadowbrook to Cedar Trail Connection	Collaboration with St. Louis Park and SWLRT to redesign creek crossing, provide safe passage for Minnehaha Creek Greenway trails and connect the greenway to the Cedar Regional Trail.	\$ 200,000	DNR Local Trail Connections Program
	Six Mile Marsh	Potential projects identified to date:			
		Halsted's Bay Tributary Alum Injection System	Collaboration with Minnetrista to reduce nutrient loading from Six Mile Creek and internal loading in Halsted's Bay.	\$ 7,728,000	The District will undertake a planning effort to develop an integrated investment framework. Potential sources may include: MCWD Levy, Clean Water Legacy, Public Facilities Authority, Section 206, project partners.
	Halsted's Bay Internal Load Management		\$ 1,100,000		
				2018 Total	\$ 15,421,300

¹Projects are listed under the expected year of implementation.

²Cost estimates listed do not represent actual budgets for these years. For instance, they do not account for carry over from past years, projects that are levied over multiple years, or outside funding from grants and project partners.

³Funding for projects listed in 2015 has already been secured and some projects are currently underway.

⁴Under the Two-Track approach, the District remains responsive to needs and opportunities District-wide through project partnerships, grant funding, and other District programs. Municipalities and other partners are encouraged to approach the District with project opportunities which may be incorporated into the CIP based on timing, alignment with District goals, and available funding.

⁵Under the Two-Track approach, the District focuses staff and financial resources to high need areas within the District in order to make significant, lasting improvements to the most sensitive water challenges in the watershed.

Heather Branigin

From: Jonathan Adler <Jonathan.Adler@deweysquare.com>
Sent: Saturday, June 20, 2015 12:16 PM
To: Jonathan Adler
Subject: USCM REMINDER: Support Res. #55 Today @4:45pm; Level The Playing Field for American Workers
Attachments: Open Skies Resolution and Background Information.pdf

Good morning-

This is a reminder that Resolution No. 55 will be considered **TODAY at 4:45pm during the International Affairs Committee Meeting (Imperial A, ballroom level)**. Please be sure to attend the meeting and vote YES on this important resolution to protect Open Skies and American airline jobs.

As you know, the governments of Qatar and the UAE have provided \$42 billion in subsidies and other unfair benefits to their state-owned airlines in the last decade in clear violation of U.S. Open Skies policy. The Gulf carriers' massive government subsidies have enabled them to flood the U.S. market with flights, which threatens the U.S. airline industry, the U.S. economy, and U.S. jobs.

Importantly, each round trip flight that is lost or foregone to these Gulf carriers costs over 800 American jobs. If the U.S. airlines are pushed off of international routes, they will be forced to cut back on domestic routes too, which would harm airline service to small and mid-sized communities.

We thank you for your continued support by joining over 45 Co-sponsors to pass Resolution No. 55. The vote will occur **TODAY at 4:45 in Imperial A on the ballroom level** during the International Affairs Committee meeting.

Thank you again for your support,

The Partnership for Open and Fair Skies

Resolution No. 55

Submitted by:

The Honorable Elizabeth Kautz, Mayor of Burnsville
The Honorable Ralph Becker, Mayor of Salt Lake City
The Honorable Steve Benjamin, Mayor of Columbia
The Honorable Betsy Hodges, Mayor of Minneapolis
The Honorable Betsy Price, Mayor of Fort Worth
The Honorable Beth Van Duyne, Mayor of Irving

RESTORING A LEVEL PLAYING FIELD THROUGH OPEN SKIES POLICY

1. **WHEREAS**, for decades Open Skies agreements have brought great benefits to U.S. travelers, U.S. airlines and the U.S. economy by creating a framework for competitive, fair market air travel between countries; and
2. **WHEREAS**, cities across the country rely on a robust and vibrant airline industry to create and maintain jobs, and U.S. airlines support 11 million American jobs as well as \$1.5 trillion in nationwide economic activity; and
3. **WHEREAS**, American companies and U.S. carriers do best when they can compete in an open and fair market that promotes a level playing field for all; and
4. **WHEREAS**, the nations of Qatar and the United Arab Emirates (UAE) have violated Open Skies policy by funneling over \$40 billion in government subsidies and other unfair benefits to their state-owned airlines (Qatar Airways, Etihad Airways and Emirates Airline), distorting the international aviation market and undermining fair competition; and
5. **WHEREAS**, these subsidies pose a direct threat to the U.S. airline industry and thousands of American jobs including an average of 821 jobs per each roundtrip flight lost to these carriers; and
6. **WHEREAS**, unfair competition from the Gulf carriers could have a negative economic impact on American carriers that could lead to the elimination of flights and routes to mid-sized and smaller American cities,
7. **NOW, THEREFORE, BE IT RESOLVED**, that The United States Conference of Mayors urges the U.S. government to initiate consultations with Qatar and the UAE as provided for within Open Skies agreements to address this issue.

Projected Cost: None

Government-Subsidized Gulf Carriers: A Threat to U.S. Jobs and our Economy



History

Since 1992, the United States has signed more than 100 Open Skies agreements with countries around the world. These agreements promote growth in international airline travel by allowing each country's carriers free and open access to the other country's market. Open Skies agreements require the governments of each country to keep the playing field level and ensure fair competition. The agreements allow either government to open consultations in order to address any problems or concerns.

Current Situation

Two of the countries that have signed Open Skies agreements with the United States – Qatar and the United Arab Emirates (UAE) – are distorting the marketplace by funneling billions of dollars in subsidies to their state-owned airlines, Qatar Airways, Etihad Airways and Emirates Airline. Those massive government subsidies make for an un-level playing field and are a clear violation of Open Skies policy.

Evidence gathered during a global, two-year investigation has revealed the following:

- The governments of Qatar and the UAE have provided \$42 billion in subsidies and other unfair benefits to their state-owned carriers since 2004 alone.
- The state-owned Gulf airlines aren't subject to corporate income taxes or fuel taxes and are exempt from costly requirements imposed on their foreign competitors, allowing the carriers to avoid paying their own way.
- The governments of Qatar and the UAE have banned unions and suppressed the rights of employees in order provide their state-owned airlines with below-market labor costs.

SPECIFIC SUBSIDIES TO GULF CARRIERS

- More than \$12 billion in Interest Free Loans & Shareholder Advances
 - More than \$11 billion in Equity Infusions, Grants, & Future Committed Subsidies
 - Almost \$9 billion in Interest Savings from Government Loan Guarantees & Interest Free Loans
 - More than \$2 billion in Government Assumption of Fuel Hedging Losses
 - More than \$2 billion in Subsidized Airport Charges
 - Almost \$2 billion in Passenger Fee Exemptions, Rebates and other Miscellaneous Subsidies
-

U.S. Jobs at Risk

The massive subsidies and other unfair benefits being provided to the Gulf carriers by their respective governments in direct contradiction to Open Skies policy are distorting the marketplace by allowing those airlines to rapidly expand their fleets and international routes into the U.S. market without regard for profitability. That unfair competition is threatening the U.S. airline industry, American jobs and the U.S. economy.

Every daily international roundtrip flight that is lost by a U.S. carrier due to unfair competition with the government-subsidized Gulf carriers comes at a cost of more than 800 U.S. jobs.

Given that the U.S. airline industry drives nearly \$1.5 trillion in U.S. economic activity and supports more than 11 million American jobs, the consequences of allowing the unfair competition with government-subsidized Gulf carriers to continue is clear.

The Solution

We urge the U.S. government to open consultations with Qatar and the UAE in order to level the playing field by addressing the massive, multi-billion dollar subsidies that they are providing to their state-owned airlines. The U.S. government should also seek a freeze on the introduction of new passenger service to the U.S. by the Gulf carriers during these consultations.

Heather Branigin

From: David Frenkel <frenkel@att.net>
Sent: Sunday, June 21, 2015 10:36 AM
To: James Hovland; Robert Stewart; Kevin Staunton; Ann Swenson; Mary Brindle (Comcast)
Cc: Scott H. Neal
Subject: Stop city authorized travel to South Carolina until confederate flag removed from SC State Capital

The church shootings in Charleston, SC last week brought back to the front page the issue of the confederate flag flying at the state capital of South Carolina. I lived in Virginia prior to moving to Edina and I have a pretty strong understanding of the culture of the confederacy which is still painful for the African-American community and is a symbol of hatred for the majority of Americans.

Many national leaders like Mitt Romney and President Obama have said the confederated flag should be removed from the state capital in SC. The NAACP also has a boycott of SC until the flag has been removed.

I would strongly suggest that city of Edina sanctioned travel to SC be stopped until the confederate flag is removed from the SC capital.

David Frenkel
612-237-1966

Heather Branigin

From: Bruce Kieffer <bruce@kieffer.us>
Sent: Sunday, June 21, 2015 5:54 PM
To: Mary Brindle; James Hovland; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Subject: US Internet

Dear Mayor and Council Members,

Please help move along the fiber wiring of our city by US Internet. We need competition to the outrageous prices Comcast charges, and we need faster better internet service.

Thanks,

Bruce Kieffer
bruce@kieffer.us

June 19, 2015

James Hovland, Mayor
City of Edina
4801 50th St W
Edina, MN 55424

Dear Mayor Hovland:

Earlier this year, Metropolitan Council staff completed a 2015 update of regional and local forecasts. We proposed local forecast revisions, reflecting an updated (and lower) regional total forecast and more detailed information about land supply and land use. Most cities and towns are affected by the reduced regional totals.

Beth Reetz conveyed Council staff's draft local forecasts to you and invited comments and questions in an April 19 letter. We appreciate your attention to this work. The comments of local officials improve our understanding of local plans and growth possibilities. We have considered your input and have made adjustments to local forecasts based upon these comments.

The table below shows the local draft forecast that we shared in April, alongside the revised forecast that we presented to the Council's Community Development Committee on June 15.

Forecast Revision for Edina

	Population			Households			Employment		
	2020	2030	2040	2020	2030	2040	2020	2030	2040
Draft forecasts (2015 update)	49,800	50,300	50,800	22,000	22,800	23,500	51,800	54,000	56,100
Edina Comments	--	--	--	--	24,000	26,000	--	--	--
Revision	49,800	52,500	53,000	22,000	23,800	24,500	51,800	54,000	56,100

Edina staff communicated that the City expects higher levels of future households and population, exceeding what Council staff have been able to model. City staff cited land available for multifamily housing in the Southdale district and recent development in that area. Based on our estimation of land supply in the Southdale area, our understanding of current land use guidance, and factors that could limit Edina's development potential, Council staff increased Edina's household forecast to reflect growth of 3,800 households during the 2010-40 forecast period.

The full Metropolitan Council will consider the final set of local forecasts in July. These forecasts will be incorporated into regional system plans, per Minnesota Statutes 473.146, and included in the System Statements that the Council will issue this fall. Communities will have further opportunities to comment on their forecast through System Statement reviews and Comprehensive Plan Updates or Amendments.

We look forward to further discussions with your community.

Sincerely,



Todd Graham
Principal Forecaster, Community Development Division

cc: Council Member Steve Elkins
Scott Neal, City Manager

DEMOCRATS
SENATE
DISTRICT 49
P. O. Box 24073
Edina, MN 55424

June 19, 2015

Jim Hovland
Mayor
City of Edina
4801 W. 50th Street
Edina, MN 55424

Re: S.D. 49 Democrats Annual Summer Picnic

Dear Jim:

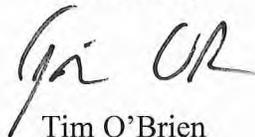
Edina and West Bloomington Democrats, together with our friends and neighbors from Eden Prairie and Minnetonka, will once again get together for our S.D. 49 Democrats annual summer picnic on Saturday July 25, 2015, from noon to 3:00 p.m.

We expect a great crowd and would be honored by your presence. Please consider this letter to be a hearty invitation for you to mix and mingle as our guest. If you so choose, you will have an opportunity to say hello or make a short speech with the program beginning about 1:30 p.m.

For your information, the picnic will be held, as usual, at Rosland Park Shelter, 4300 West 66th Street, Edina (next to the Edina Aquatic Center).

We look forward to seeing you there. If possible, we would appreciate knowing if you can make it: timothy.obrien@faegrebd.com or (612) 766-8322.

Best wishes,



Tim O'Brien
Chair

Heather Branigin

From: Tim Warner <tim.warner7468@gmail.com>
Sent: Monday, June 22, 2015 10:39 AM
To: James Hovland
Subject: Fwd: Major Drainage issue impacting nieghborhood
Attachments: 6-2014.jpg; 6-2015.jpg

Mayor Jim Hoveland and the City Council of Edina

I am a long time Edina resident currently residing at 6020 Schaefer road. I am writing to see if I (as well as my fellow neighbors) can get any relief from the poorly designed drainage system in our neighbor hood. I will be brief as possible in my description and am more than happy to get into the details if there is benefit.

There is a 10 inch PVC drain pipe that is on the property line of our backyard and our neighbor on View Lane. This pipe was installed by Irwin Construction, the company that built the house on the south end of Schaefer and View Lane. This pipe was intended to drain the backyards. Water is supposed to flow south into a sewer catch basin and ultimately flow east to the street sewers, under Schaefer road and into Bredeson Park. Unfortunately this does not work. The pipe actually acts as a back-flow when the sewer is over tasked and it floods the neighborhood. My wife and I spent several thousand dollars repairing our basements in the past from water damage when more severe incident has occurred. The pictures I have attached are an example of a minor incident this morning and a more severe event last year. I have more pictures including ones from the 2013 event that cost us our basement and if there is value in seeing them, let me know and I will forward.

I have talked to various people at the city in the 4 years I have lived at this property and the stock response I have received is "the city did not put the pipe in so it is not our issue". My challenge to that is that the city approved installation of the pipe. allowed it to be tied into the city sewage system and no one that resides in the neighborhood today was involved in the decision making process ergo they onus of responsibility falls on the approver; in this case the City of Edina.

Like many residents of Edina, my wife and I were raised in Edina, went to High School here and returned to live here later in life. This issue and the laissez faire' responses I have received from the city to date are not what I have come to respect as a member of the Edina community for a quarter century.

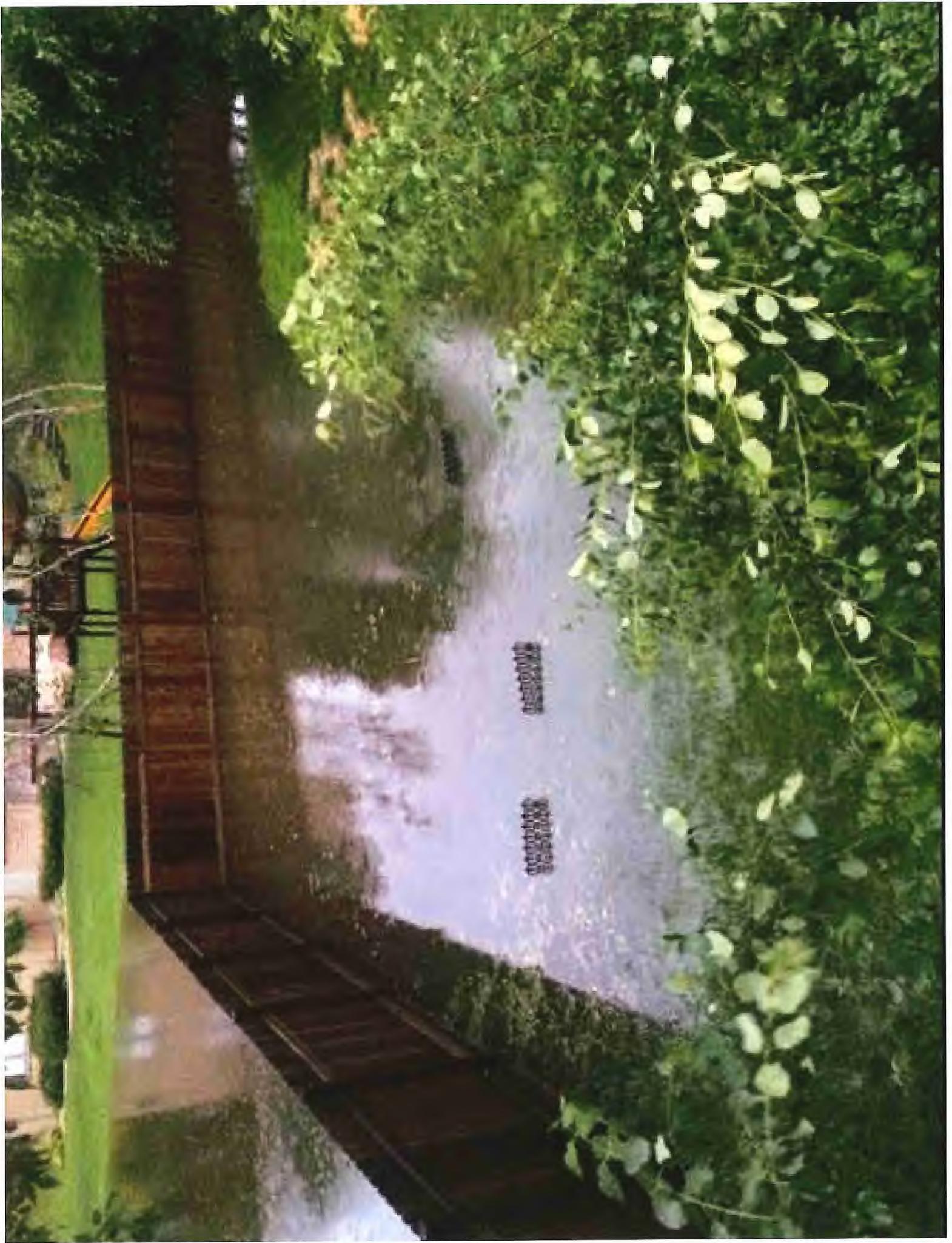
I would welcome the opportunity to discuss this with any one who is willing to listen with an open ear.

Beast Regards

Tim Warner

--

Tim Warner [612-644-1956](tel:612-644-1956)





Heather Branigin

From: Hieb, Mary (MHFA) <Mary.Hieb@state.mn.us>
Sent: Monday, June 22, 2015 2:13 PM
To: James Hovland
Subject: Minnesota Housing - Notification of Local Official
Attachments: D7720_M17164_66West_Edina_Hennepin_NOLO.pdf

Dear Mayor Hovland:

Minnesota Housing and its funding partners have received a request for multifamily funding referenced on the attached Notification of Local Official form. We provide selected applicants financing for the development, construction, acquisition and rehabilitation of decent, safe and affordable rental housing.

As part of the review process, Minnesota Housing is interested in receiving your community's comments regarding the proposed development(s). Please provide any comments you may have on the proposal(s) to Minnesota Housing by July 23, 2015. If you have previously submitted comments on the following proposal(s), it is not necessary to do so again, unless you wish to add new or additional information.

Please address your comments to:

Minnesota Housing
Mary Hieb
400 Sibley Street, Suite 300
St. Paul, MN 55101-1998
Mary.Hieb@state.mn.us

If you have any questions, please call Mary Hieb at (651) 296-8185, or toll free at 1-800-657-3701. Thank you in advance for your time and consideration.

Sincerely,



Diana Lund
Multifamily Production Manager

Mary Hieb | Minnesota Housing | 400 Sibley Street, Suite 300 | Saint Paul, MN 55101
651.296.8185 | 800.657.3647 | tty: 651.297.2361 | www.mnhousing.gov

Minnesota Housing finances and advances affordable housing opportunities for low and moderate income Minnesotans to enhance quality of life and foster strong communities.

[Please consider the environment before printing this e-mail.]

Twin Cities HRC
PO Box 3774
Minneapolis, MN 55403



June 17, 2015

James Hovland, Mayor
City of Edina
4801 W 50th St
Edina, MN 55424

Dear Mayor Hovland:

On behalf of the Twin Cities Human Rights Campaign (HRC), we invite you to become a member of the Honorary Co-Host Committee for the 26th Annual Twin Cities HRC Dinner on Saturday, September 12, at the Minneapolis Convention Center. We anticipate nearly 1,000 HRC members and supporters will join us to celebrate while also answering the call to action of this year's theme, "Stronger Together – Moving Equality Forward."

LGBT Americans may soon have the freedom to marry in all 50 states. This does not, however, change the fact that in 29 of those states lesbian, gay, and bisexual citizens can be fired from their job or kicked out of their apartment just because of who they are and whom they love. And in 31 states our transgender brothers and sisters face similar discrimination and violence, even as Caitlyn Jenner, Laverne Cox and others have raised visibility and awareness for transgender issues.

Joining the Honorary Committee lends your name to the list of high-profile HRC supporters who work to ensure their communities value the equal treatment of LGBT people everywhere. **We ask only that you purchase a dinner ticket [REDACTED] and lend us the use of your name for the evening to promote LGBT equality.**

We also invite you to attend the VIP Reception at no extra cost, to mingle with fellow Honorary Committee members, corporate sponsors, community leaders, and other HRC supporters. The VIP reception is from 5:00 to 6:00 PM followed by the general reception and silent auction, and then dinner starting at 7:30 PM.

To confirm your acceptance, sponsor a table, purchase additional tickets, or for any other questions, please contact Joshua Crosson at (202) 957-2677 or joshuacrosson@gmail.com. **Please ensure your tickets are purchased by our program deadline of August 5, 2015.**

Thank you for your support of HRC!

Sincerely,

Tal Anderson and Alicia Schwarz

2015 HRC Twin Cities Dinner Co-chairs

The **Human Rights Campaign** is America's largest non-profit advocacy organization working to ensure basic equal rights for gay, lesbian, bisexual and transgender citizens. With more than a million members and supporters from all walks of life, HRC's mission is, in part: "...to ensure that gay, lesbian, bisexual and transgender Americans can be open, honest and safe at home, at work, and in the community."

Heather Branigin

From: Charlie Vander Aarde <charlie@metrocitiesmn.org>
Sent: Tuesday, June 23, 2015 2:49 PM
Cc: Patricia Nauman; Laurie Jennings
Subject: Metro Cities Transportation and General Government Policy Committee - Topic Solicitation

Dear Transportation and General Government Policy Committee Member:

Metro Cities is in the process of preparing for this year's policy committees (Transportation/General Government, Housing/Economic Development, Municipal Revenues and Metropolitan Agencies). As a member of our Transportation and General Government Policy Committee, we greatly appreciate your participation and service and look forward to having you participate in the work of the committee this year. As we undertake committee planning, we would appreciate your feedback and suggestions to assist us with making sure that key topics of interest are addressed by the committee. Please take a couple moments to provide us with your responses to two questions below. You can reply to this email:

- 1. Are there specific topics you would like discussed in this year's committee?**
- 2. Are there speakers you would like to address the committee this year?**

Also, if you don't plan to participate in the committee process this year, please let me know. If I don't hear from you, I'll assume you plan to join us, and will send the committee information to you prior to the first meeting. As we did last year, each committee will have three meetings.

Below is a schedule of our Transportation and General Government Policy Committee meetings for this year:

Monday, July 13, 11:00 am – 1:30 pm
Monday, August 10, 11:00 am – 1:30 pm
Monday, September 21, 11:00 am – 1:30 pm

Lunch will be provided at each meeting.

Location: LMC Building, 145 University Ave W., St. Paul, MN 55103

Thanks again! We hope to see you this summer.

Sincerely,

Charlie Vander Aarde
Metro Cities
Desk: 651-215-4001
Mobile: 651-366-7564
@MetroCitiesMN
www.metrocitiesmn.org

Heather Branigin

From: Jenn Heinold <events@email.westernpowersummit.com>
Sent: Wednesday, June 24, 2015 8:10 AM
To: James Hovland
Subject: Are you available Nov. 2-4?

Dear JIM,

The 2nd Annual Western Power Summit is a few short months away, and I would like to personally invite you to Las Vegas November 2-4, 2015 to convene with executives across the West as we address the challenges facing western electric power markets: energy storage, regulatory issues, energy transmission in the west, the water-energy nexus, pressing financial affairs and more.

Western Power Summit and SNL Energy have partnered to develop a conference program that will provide insight on the challenges facing senior-level executives and additional stakeholders who are invested in the western power industry. This partnership ensures the Western Power Summit will feature content and facilitate discussions at a level that executives just won't find at other events.

I hope you will join me in Las Vegas November 2-4 to convene with your peers and participate in conversations that will shape the future of the industry. Submit your registration with code INVITE by July 3rd and receive a discounted rate of up to \$500 off the full rate.

Sincerely,



Jenn Heinold
Vice President of Events, Access Intelligence
jheinold@accessintel.com

This message was sent to JHOVLAND@EDINAMN.GOV
Access Intelligence LLC • 11000 Richmond Avenue • Suite 690 • Houston, TX 77042
[Update my preferences](#) | [Unsubscribe](#)

Heather Branigin

From: David Egan <david@komenminnesota.org>
Sent: Wednesday, June 24, 2015 3:08 PM
To: James Hovland; Mary Brindle; Robert Stewart; swensonann1@gmail.com ; Kevin Staunton; Scott H. Neal
Cc: Char Plitman; Denise Blumberg-Tendle; Lanny Friedman; Megan Spaulding; peterh@bloomingtonlm.com; yeexx006@umn.edu; skalbrecht@bremer.com; valhallgren@aol.com; lberg@fredlaw.com; tufia2001@yahoo.com; haddad.tufia@mayo.edu; peterh@visi.com; bethgarfinkel@yahoo.com
Subject: Thank You!
Attachments: 2015 Race for the Cure Crowd Shot.jpg

Dear Mayor Hovland, Mr. Scott Neal and City Council Members:

On behalf of Susan G. Komen Minnesota and all of the people we serve, we'd like to take this opportunity to thank you for all that the City of Edina did for us at the 2015 Race for the Cure that was held this past Mother's Day (May 10th), at Southdale Center. We've proudly moved the Race for the Cure back home to Edina and we couldn't be happier - and, more importantly, our Race participants and supporters couldn't be happier. We know that we couldn't have a successful Race for the Cure event without your partnership and support. We had a great Race Day this year and an awesome turnout.

A special shout-out to Lieutenant Tim Olson, Sergeant Ryan Schultz, and Jane Timm (and her great team) for all of their time, patience and expertise in helping us plan and execute the event - and another huge shout-out to the entire Edina Police, Fire, and Administration Departments for their awesome efforts and for keeping us all safe and secure.

As is always the case, we know that we have a few adjustments to make in order to make the experience even better and more special for our participants in future years, but we're very pleased to be back home at Southdale Center in Edina.

Thanks again for all of your great support! We really appreciate it!

Take care.

David, Char and the Race for the Cure Team

David Egan
Co-Executive Director
Susan G. Komen® Minnesota
960 Southdale Center
Edina, MN 55435
Phone: 952-746-1760
Fax: 952-746-1763
www.komenminnesota.org

We LIVE Here. We RACE Here. We SAVE LIVES Here!

Save the Date: Race for the Cure - May 8, 2016 - Southdale Center

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Heather Branigin

From: Maher, Maureen A <mmaher1@Fairview.org>
Sent: Wednesday, June 24, 2015 3:57 PM
To: Ferguson, Susan M; Lundberg, Jonathan E; Farr, Susan; Thomas, Mark; Williams, Annie D; Lynn, Jacquie W; 'Luigi@aurorainvestments.com'; Kearns, Kari A; Whitlock, Lynn M; 'Sandra Schue'; Pieper, Stacey M; 'wolson@voa.org'; James Hovland; Nokleby, Jill A; Stephen Michals; Lynn, Jacquie W; Williams, Annie D
Cc: Maher, Maureen A
Subject: Aurora Ground Breaking Celebration Event Schedule and Location
Attachments: Event Schedule.doc; Ground-Breaking Invitation.doc

Hello Again-

I wanted to update on where the event will be held next week. From France Avenue -- head west on W 65th Street -- you will see the event tents located right next to the entrance to the parking ramp. Park in the ramp and walk over to the event tents. The program will be held under the tents, then we will walk across the street to the site for the photos.

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

I am excited to see you all next week!

Maureen Maher

From: Maher, Maureen A
Sent: Monday, June 15, 2015 11:38 AM
To: Ferguson, Susan M; Lundberg, Jonathan E; Farr, Susan; Thomas, Mark; Williams, Annie D; Lynn, Jacquie W; 'Luigi@aurorainvestments.com'; Kearns, Kari A; Whitlock, Lynn M; 'Sandra Schue'; Pieper, Stacey M; 'wolson@voa.org'; 'jhovland@EdinaMN.gov'; Nokleby, Jill A; Maher, Maureen A
Subject: Aurora Ground Breaking Celebration Event Schedule

Good Morning-

Attached please find the event schedule for the Aurora on France Ground Breaking Celebration. I also included a copy of the event invitation. The program will start at 9:15 a.m. If you are speaking during the program, please arrive by 9:00 a.m.

I will have more details this week about where the photos will be taken. But both the program and event photos will be on/near our site at 6500 France Avenue in Edina. Most likely a block or so down from France on 65th.

Thank you for your participation!

Maureen Maher
Marketing Consultant
Ebenezer

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Vibrant Senior Living and Care

**Ground Breaking Celebration
Event Schedule and Approximate Timing**

Tuesday, June 30, 2015

Logistics

Setup and staging

TIMING

8:00 a.m. – 9:00 a.m.

CONTACT(S)

Sandra, Maureen, Kari, Lynn, Stacey, Lyndon, Sue

Brief Program

Welcome/Ceremony begins

APPX. TIMING

9:15 a.m.

Susan Farr Introduces Mayor Hovland

Welcome To Edina

9:15 a.m.

Mayor Jim Hovland

Ebenezer/Aurora Partnership

9:18 a.m.

Luigi Bernardi, Aurora Investments

Ebenezer/VOA Partnership

9:21 a.m.

Wayne Olson, VOA

The Community/Special thanks

9:25 a.m.

Mark Thomas, Ebenezer

Photos

Entertainment

Lyndon Peterson One Man Band

TIMING

9:30-10:30 a.m.

Continental Breakfast

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



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



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

From: Valentine David <foxboy1@earthlink.net>
Sent: Wednesday, June 24, 2015 4:01 PM
To: James Hovland
Subject: ready to frame
Attachments: classy 3jpg.jpg



Heather Branigin

From: Tao at Environment America <tao=environmentamerica.org@mail21.wdc03.rsgsv.net>
on behalf of Tao at Environment America <tao@environmentamerica.org>
Sent: Wednesday, June 24, 2015 4:16 PM
To: James Hovland
Subject: REMINDER - Fuel efficiency sign-on letter

Please support fuel efficiency by signing our letter.

[View this email in your browser](#)



Dear Mayor Hovland,

I am writing to remind you about [our sign-on letter](#) in support of continued improvement in fuel efficiency standards for semi-trucks, buses, vans, and other large vehicles. Your support as an elected official and steward of the environment is critical to passing strong legislation.

As you may have heard, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) announced a [draft rule](#) last Friday that would make medium- and heavy-duty trucks more fuel-efficient. This rule would therefore save money on fuel since vehicles would use less of it. It complements the work these agencies have already done to advance the fuel efficiency of passenger vehicles.

At the links below, please find some new material on the draft rule:

- [An EPA factsheet](#) on the statistics of this rule;
- [A story](#) about the draft rule announcement; and
- The [draft rule](#) itself.

As you know, we at Environment America are circulating a [sign-on letter](#) to local elected officials. The letter applauds the Obama Administration, EPA, and NHTSA for their work on this draft rule and urges the administration to finalize the rule in its strongest possible form. Your signature can help ensure that America continues to make progress on this important issue.

[Please sign the letter](#) to back improved medium- and heavy-duty fuel efficiency and emission standards. We anticipate closing the letter to signatures by July 15, so please sign the letter as promptly as you are able. Again, you can sign the letter by visiting [this webpage](#) and filling out the form.

Thank you for your time and consideration!

Questions? Contact:

Travis Madsen
Campaign Director
Environment America
travis@environmentamerica.org
(303) 573-3671 x383

Sincerely,

Tao Marwell
Intern, Global Warming
Environment America
tao@environmentamerica.org
(202)-683-1250 x301

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You are receiving this email because you or your city have taken action on climate.

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Environment America
218 D Street SE
Washington, DC 20003

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Heather Branigin

From: Ross Plaetzer <ross@employersolutionsgroup.com>
Sent: Wednesday, June 24, 2015 5:22 PM
To: 'jhovland@krausehovland.com'; 'mail@EdinaMN.gov'; 'kstaunton@EdinaMN.gov'; 'rstewart@EdinaMN.gov'; 'mbrindle@comcast.net'; 'swensonann1@gmail.com'
Cc: Cary Teague
Subject: FWD: Salt water pools

From: Laura Plaetzer <laura@plaetzer.us>
Date: June 24, 2015 at 5:05:53 PM CDT
To: Jeff Brown <jbrown@edinamn.gov>, sneal@edinamn.gov, Phil Mero <phil.mero@gmail.com>
Subject: Salt water pools

Everything I've read tonight about salt water pool water draining on a front lawn is strictly prohibited because it is so dangerous for lawns, vegetation and wild life. We live in the watershed district, which means this water will go directly into our lakes and streams.

I'm calling the Minnehaha Watershed District tomorrow for their input. Also, does the EPA or Army Corps of Engineers regulate this type of direct pollution in a watershed district. How can city code allow this?

So, let me get this straight: Edina city code allows climbable fences around pools now and the city code also allows salt water pools to be directly drained on a minuscule parcel of a front lawn directly polluting in a watershed district through the storm water sewer system?

Do I understand this correctly?
Please let me know.

Thanks,

LAURA PLAETZER | CELL: 612.940.4804

On Wed, Jun 24, 2015 at 2:51 PM, Jeff Brown <jbrown@edinamn.gov> wrote:

Mr. Mero,

I spoke with a representative from Refined this morning. This pipe will only be used when large amounts of water are drained from the pool. The planned pool discharge is as follows:

When a large amount of water is drained from the pool (Once per year), a flexible hose will be attached to this permanent tube and water will be discharged onto the front lawn of the property. The drain tile system in the front yard will then accommodate the water from the pool. The intent is to keep the water on the property.

According to City code, this is an acceptable way to remove water from a pool, and should occur relatively infrequently. If for some reason the system is not functioning as designed, we will have to evaluate it in the future. Please feel free to contact me with questions or to discuss this situation.

Thanks,

Jeff Brown, RS, Community Health Administrator



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

jbrown@EdinaMN.gov | www.EdinaMN.gov

Heather Branigin

From: Diane Saunders <dianes2780@charter.net>
Sent: Thursday, June 25, 2015 7:57 AM
To: Ron Case; Brad Aho; Kathy Nelson; Nancy Tyra-Lukens; Sherry Butcher-Wickstrom; james.brimeyer@metc.state.mn.us; susan.haigh@metc.state.mn.us; Betsy Hodges; Cheryl Youakim; Edina Mail; jan.callison@co.hennepin.mn.us; Jeff Jacobs; Keith Bogut; Linda Higgins; Matt Look; McLaughlin; Scott McBride; Terry Schneider; Will Roach; jeff.r.johnson@co.hennepin.mn.us; Mike Opat; randy.johnson@co.hennepin.mn.us
Subject: Southwest Transitway Cuts

Dear Eden Prairie City Council Members, the Metropolitan Council Southwest Light Rail Transit Corridor Management Committee, and the Hennepin County Board of Commissioners sitting as the Hennepin County Regional Railroad Authority:

As a former resident of the city of Eden Prairie (2010-2012) and Plymouth (2000-2004), and an ardent supporter of Light Rail Transit (LRT) as one solution out of many possibilities for the Twin Cities Metropolitan area, and a rider of the Blue Line and Green Line on my visits to the cities, I am opposed to the proposed cuts to the line in Eden Prairie, as I see them as an easy way out of doing the hard work of keeping this vital light rail line intact in its entirety. This same process in a way took place with the Northstar Commuter Rail Line, in that those planning and supporting the project did not like the price tag related to a line which was initially designed to serve St. Cloud. Now, what we have is a commuter rail line which is struggling to serve anyone at a bare minimum of service level, rather than the high quality line it could have been.

Developing, constructing and operating a light rail line is not cheap; we all know that. There is no LRT line in the country which has been inexpensive to build and operate. But, when compared to bus service, light rail is by far the best solution to the transit needs of the Twin Cities. The studies which have been performed on this mode of transit clearly demonstrate LRT is the best solution to a complex transit system like that which is being developed in the metro. In a study performed by the Victoria Transport Policy Institute (VTPI), "Rail Transit in America – A Comprehensive Evaluation of Benefits," 4 November 2004, authored by Todd Litman, VTPI found that ". . . per-capita transit ridership is far higher in rail transit cities. . . ." (page 4) They found that the number of passenger-miles in bus only cities was 118, while rail passenger-miles was 589 in large rail cities and 178 in small rail cities. The development and operations costs of light rail, while initially high, can be amortized out for the life of the line, which is typically over 30 years. So, for the projected cost of this line at approximately \$1.97 billion, if one simply divides 1.97 billion by 30 the result is 65.6 million a year. While this may not be an accurate amortization schedule, it shows this cost can be spread out over a long time, making the project more attractive. Further, when one considers the benefits this project will bring to the residents and visitors of the metro, the cost is worth it.

Please do the people of the metro a favor, do not cut this project up such that its value will be so diminished it will no longer serve the people of the metro. In doing so, you will give ammunition to the opponents of transit who want all such projects killed. If you ever hope to fulfill the dream of a fully connected light rail system in the 7-county metro area, you will leave this project intact and not cut the Mitchell Road station. The Mitchell Road station could very well serve in the future as a doorway to Chanhassen and Chaska, and possibly to Shakopee. Think of the future and plan for the future, not the present.

Regards,

Diane Saunders
31 W 5th St. #1
Duluth MN 55806-2727
(763) 807-8772

Heather Branigin

From: Laura Plaetzer <laura@plaetzer.us>
Sent: Thursday, June 25, 2015 9:13 AM
To: Phil Mero
Cc: Scott H. Neal; Jeff Brown; Monica Mero; James Hovland; Kevin Staunton; ross@employersolutionsgroup.com
Subject: Re: Salt water pools

Thanks Phil. He was just blowing me off anyway. If they were even remotely concerned they would call themselves.

Sent from my iPhone

On Jun 25, 2015, at 8:08 AM, Phil Mero <phil.mero@gmail.com> wrote:

Scott-

I would hope that Mr. Brown would take a proactive role in this and conduct some research on behalf of concerned citizens. This does not feel like 'work' that a resident should have to perform. We have very busy lives. We have been consumed by this project in having to protect our properties and families all the while our jobs, families, lives are being negatively affected.

Laura should NOT have to make that call, it is the cities responsibility to SERVE its constituents. If Jeff were a volunteer I'd get it...it's his job, he needs to do it.

Thank you.

Phil Mero

On Wed, Jun 24, 2015 at 5:57 PM, Scott H. Neal <sneal@edinamn.gov> wrote:
Laura,

A call to the watershed district is a good idea. I encourage you to do that. If they have any questions about the facts or details of the project, please refer them to our City Sanitarian Mr. Jeff Brown.

Thanks.

> On Jun 24, 2015, at 5:05 PM, Laura Plaetzer <laura@plaetzer.us> wrote:

>

> Everything I've read tonight about salt water pool water draining on a
> front lawn is strictly prohibited because it is so dangerous for
> lawns, vegetation and wild life. We live in the watershed district
> which means this water will go directly into our lakes and streams.

>

> I'm calling the Minnehaha Watershed District tomorrow for their input.
> Also, does the EPA regulate this type of direct pollution in a

> watershed district. How can city code allow this?
>
> So, let me get this straight: edina city code allows climable fences
> around pools now and the code also allows salt water pools to be
> directly drained on a minuscule parcel of a front lawn directly
> polluting in a watershed district? Do I understand this correctly?
> Please let me know.
>
> Thanks,
>
> Laura Plaetzer

--
Sincerely-

Phil Mero
612.963.0852

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Thursday, June 25, 2015 8:25 AM
To: James Hovland; Robert Stewart; Mary Brindle; swensonann1@gmail.com; Kevin Staunton
Cc: Scott H. Neal
Subject: Common Sense for Edina - A Closer Look at the Safest U.S. City to Drive In

http://www.routefifty.com/2015/06/fort-collins-colorado-traffic-safety/116170/?oref=govexec_today_nl

In Colorado, Fort Collins used a community approach to address traffic safety issues in neighborhoods.

Hundreds of cities throughout the U.S. are a nightmare to navigate. From pedestrians at risk of being struck by a vehicle to car accidents to not-so-bicycle friendly travel, several cities have a lot to learn and fix before they can be deemed a safe city to travel.

Then there are gems like Fort Collins, a mid-size college city with a population of around 150,000 in picturesque Colorado. A city that has been chosen several times as the “Best Place to Live” has also been given accolades as “America’s Safest Driving City” not just once, but four times in a ten year period. What is Fort Collins doing right that other cities of the same size and popularity are doing wrong?

See a Problem, Make a Change

Although Fort Collins has made the top of Allstate’s annual safe driving list for four years since 2004, it wasn’t always the safest city to drive. This Northern Colorado hot spot along the Front Range has seen a huge population boost since the early 1990s, and with rapid population growth comes traffic issues such as speeding in residential neighborhoods. The people of Fort Collins saw a problem and moved to keep their growing city’s pedestrians, bicyclists and drivers safe.

In 1996, with the guidance of then-Mayor Ann Azari, the Neighborhood Traffic Safety Program (NTSP) was created and immediately tried to improve the traffic safety throughout Fort Collins. After assessing what worked and didn’t work in other cities,

NTSP created a plan of action. In an effort to cut down on speeding the residents of Fort Collins:

- **Involved the Community:** The NTSP was comprised of representatives from various Fort Collins municipal departments, including fire, transportation, police, neighborhood resources, community planning and environmental services. The group also reached out to residents in the most problematic neighborhoods and asked for feedback and involvement.
- **Educated:** Just like the public service announcements we see concerning traffic today, NTSP believed that educating the public was powerful way to get drivers to slow down. According to a report from the mayor's office, a substantial portion of the budget was dedicated to traffic safety education from radio ads to billboards and materials distributed at schools.
- **Enforced & Engineered:** In an effort to slow down traffic throughout neighborhoods specifically, camera radar, speed humps and raised crosswalks were used. While all were and are effective, they may only be temporary or inconsistent without an increase of law enforcement patrolling problematic areas.

Fort Collins Today

Although the city has improved on speeding issues, even the "Safest City to Drive" has some work to do. Since Fort Collins has asked their residents for feedback and involvement, the residents will tell them what they want. From bicyclists wanting safer intersections to residents still witnessing speeding in their neighborhoods, there are always questions to answer and concerns to address. The Fort Collins transportation department is busy, but busy is good as it indicates an awareness and concern for traffic safety.

Heather Branigin

From: Patrick Olk <apolk@comcast.net>
Sent: Thursday, June 25, 2015 10:42 PM
To: Mary Brindle; James Hovland; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Cc: Pat Olk; Scott H. Neal; Bill Neuendorf
Subject: Grandview Public Works Redevelopment

June 25, 2015

To: Members of the Edina City Council

As a longtime Edina resident who also served on the third Grandview Community Advisory Team, I'd like to provide my input regarding the proposed Grandview Public Works Redevelopment Scenarios. I am very concerned about the density as well as the building heights being considered. I oppose the suggested 10-12 story residential tower or any building of that magnitude on the site. I'm joined by other homeowners in this area when emphasizing that a more suitable building height for this project is three or four stories. This is to avoid both undesirable views and the area permanently under a building shadow, and importantly, traffic density. I believe the proposals being considered put too much development on a 3.3 acre site.

While serving on the Grandview Community Advisory Team, we studied results of the community survey of Edina residents, conducted by The Morris Leatherman Company. **Apartment buildings were strongly opposed by Edina residents, condominiums somewhat as well. According to The Morris Letterman Company in a presentation to the Community Advisory Team, the reason that the citizens of Edina do not like these types of developments is because of density.**

The City has done well in requesting input from the citizens of Edina to develop this site. However we're not seeing that input being incorporated. The decision to proceed with a developer before land use was decided, and the resulting plans are not in keeping with how Edina residents indicated they want to see this public land developed. At the April 22 Open House, a Frauenshuh representative stated to my wife that at the prior meeting there was support for tall buildings and density. His statement was misleading since that's all there was to choose from in the three scenarios, and what he didn't mention was that **about 130 people in attendance did not select any development scenario because they didn't like any of these dense options.** Citizens of Edina do not want tall buildings and density, especially near their residential areas. This is well documented. I have attached for your review a You Tube link of The Morris Leatherman presentation to the Grandview CAT. Minutes 11:37-18:58 and 36:40 - 40:00 cover the findings on apartments, condos and density.

Here is the link:

<https://www.youtube.com/watch?v=3c159a19HzA&feature=youtu.be>

Please listen to the presentation minutes mentioned above and then as our elected representatives, please seriously consider and act on the input from our Edina community.

The survey also illuminates what many residents did identify as their preferred use of the civic space such as an updated community center among other options. I support their requests for shared use of public land, and therefore those types of developments.

Sincerely,
Patrick Olk
952-922-6393

Heather Branigin

From: Solvei Wilmot
Sent: Friday, June 26, 2015 9:30 AM
To: 'KEY MANTHE'
Cc: Scott H. Neal; James Hovland; Lisa Schaefer; Brian Olson
Subject: RE: Trash collection

Good Day Ms. Manthe:

The subject of organized trash collection is an issue the city is reviewing. A survey of the residents of Edina is being prepared and one of the topics is trash collection. The responses to that survey will help the City Council gauge what actions they would take regarding trash collection for the citizens of Edina.

Thank you for taking the time to express your interest.

Sincerely,



Solvei Wilmot, RS, Environmental Health Specialist I/Recycling Coordinator

952-826-0463 | Fax 952-826-0390
swilmot@EdinaMN.gov | www.EdinaMN.gov

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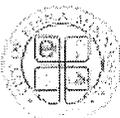
From: Brian Olson
Sent: Friday, June 26, 2015 9:06 AM
To: 'KEY MANTHE'
Cc: Scott H. Neal; James Hovland; Lisa Schaefer; Solvei Wilmot
Subject: RE: Trash collection

Dear Ms. Manthe,

Thank you for your concern about preserving the streets in Edina. Solvei Wilmot, who is Cced on this email, may be the best person to address this concern but I have attached the March 2015 Speak Up Edina report that discussed organized garbage collection.

Once again, thank you for your interest in the City of Edina and I hope this email finds you well.

Sincerely,
Brian



Brian Olson, Public Works Director

952-826-0311 | Fax 952-826-0392
bolson@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: KEY MANTHE [<mailto:kaymanthe@comcast.net>]
Sent: Wednesday, June 24, 2015 6:35 PM
To: Scott H. Neal; James Hovland; Lisa Schaefer; Brian Olson
Subject: Trash collection

June 24, 1014

Dear Sirs and Madam,

I am writing to comment on the article in today's Star Tribune. (June 24-Metro Section--Page B3) titled **Bloomington OKs plan to organize trash collection.**

I wish I had read "*Edina oks plan.....to organize trash collection.*"

I live on St. Patrick's Lane. Our street was repaved two summers ago. There are ten residential trash pick-ups each week. Most of these ten residents have different haulers picking up trash, recycling and yard waste. A few have smaller trucks. Some haulers use huge vehicles.

All of the data in the Bloomington article could be repeated for us, the opposition, the savings, etc. But most importantly, the wear and tear of the street itself from all of these trucks on a street too small to turn around on without some back and forth juggling.

Please give some time and consideration to this issue which would add to the preservation of our streets and saving tax-payers money for assessments for street repairs.

Thank you.
Kay Manthe

REPORT / RECOMMENDATION



To: Mayor and Council

Agenda Item #: V. G.

From: Jordan Gilgenbach, Communications Coordinator

Action

Discussion

Date: April 22, 2013

Information

Subject: March "Speak Up, Edina" Report

Action Requested:

Receive report on March 2014 "Speak Up, Edina" discussion about organized garbage hauling.

Information / Background:

Since June 2012, the City of Edina has used the online engagement website, www.SpeakUpEdina.org, to collect ideas and opinions from residents. One of the City Council's six strategic priorities for 2014-2015 is Communication and Engagement: "To clearly understand community needs, expectations and opinions, the City will consistently seek the input of a broad range of stakeholders in meaningful and interactive communication." A goal of that is to host a monthly discussion on www.SpeakUp.Edina.org. In March 2014, the discussion topic centered on organized garbage hauling. In this online discussion, the City posed the following questions:

- Do you prefer to choose your garbage hauler, or would you prefer the City hold contracts (like recycling) with haulers so only one garbage hauler would be used per zone or City-wide? Why or why not?
- What are the biggest concerns if the City were to move to a City-contracted garbage hauler? What are the benefits of keeping it the way it is?
- They City provides a single recycling hauler, and residents are billed quarterly with their water bills. Would you support a similar payment structure? How much would you be willing to pay per quarter for City-contracted garbage service?

The discussion was open for comments between Feb. 28 and April 1. During that time, 126 comments were made. Additionally, 1,229 people visited the site 1,762 times, garnering 8,689 page views. Of all the visitors to the site during that period, 55 percent were from Edina (according to their internet provider).

The discussion was promoted through various means, including a press release, *Edition: Edina*, Facebook, Twitter and NextDoor posts and City Extra messages.

Attached are the comments on this topic.

[Speak Up, Edina!](#)

- Home
 - Discussions
- Sign In
- Forums
 - Ideas
 - Surveys

Email

email address...

Password

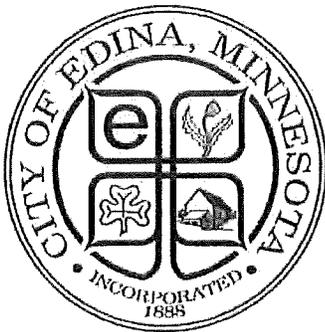
password...

Sign In [Sign Up](#)

Like 0

Tweet

Share



Speak Up, Edina!

We're always looking for feedback and ideas for how we can make Edina an even better place for living, learning, raising families and doing business. Take a moment to provide your feedback and ideas on any of the forums you see here or start your own discussion. It's your chance to speak up, Edina!

▶ **SHARE** your feedback! ▶ **POST** your ideas! ▶ **JOIN** the discussion!

This Discussion channel is currently closed.

Discussion: Organized Garbage Hauling

The City wants to learn more about what people think about the organized garbage hauling. Some cities have zoned garbage hauling where there are several haulers, but one per zone. Some cities even have one garbage hauler for the entire city, whereas Edina allows its residents to choose from a number of licensed haulers. See the topics to weigh in!

Note: The City is not proposing a change at this time. By using this online discussion, feedback...

3 Topics 126 Answers Closed 2014-04-01

[View Discussion](#)

Topic: [Organize hauling?](#)

Do you prefer to choose your garbage hauler, or would you prefer the City hold contracts (like recycling) with haulers so only one garbage hauler would be used per zone or City-wide? Why or why not?

86 Responses

86 Responses



[Jeannie Wood](#) about 1 month ago

It would depend for me on the organics/yard waste option. I purposefully selected Vierkant because they had (in my opinion) the best option in this category and would be upset if I had to (again in my opinion) pay more for less.

11 Supports



Pete Lefebvre about 1 month ago

I agree with Jeannie. We also use Vierkant primarily for the organics option. I wouldn't be opposed to the city holding the contract provided that the selected hauler offered a full slate of options (including year round organics/yard waste).

6 Supports



Jordan Gilgenbach admin about 1 month ago

Pete and Jeannie, thanks for your comments! Those are good points to keep in mind.

0 Supports



Sheri R about 1 month ago

I'm a third in the Vierkant because of organics group. I would be very disappointed to lose this option.

7 Supports



Janet Ingram about 1 month ago

We have lived here for 47 years and have always had vierkant. They are terrific. If we have a question or need something extra picked up, they are a phone call away. I like that they are local and not some huge out of state company that cares nothing about this neighborhood. I will be very unhappy if we are forced to use another company.

6 Supports

comment...

Reply to Pete Lefebvre



Joe Corbett 20 days ago

It seems like there are enough votes for organics here that the city should insist on bidders offering this option in order to be considered. Our recycling cart is far more full than our waste cart, and we'd love to see that waste amount become even smaller. At this point we would benefit from reversing the waste/recycle schedule and offering weekly recycling/organic hauling and only bi-monthly waste. Judging by how full our neighbor's recycling cars are, I believe others would see similar benefits.

1 Support

comment...

Reply to Joe Corbett

comment...

Reply to Jeannie Wood



Joel Stegner about 1 month ago

One refuse company per neighborhood, to reduce multiple runs on the same street. By vote of residents on different bids. One for whole city only if favorable long-term contract is negotiated.

5 Supports



Tracy Holtan 28 days ago

I agree. Currently there are so many trucks on our streets with tear-down, rebuilds and all of the garbage trucks. They come in the morning when all of the children are going out to the bus stop. Not only is it hard on the streets, noisy, anti-green, excessive traffic (I can barely get out of my driveway on Mondays) - it is not a safe situation for our children who are going to the bus stop at the same time all of the garbage haulers are driving through, or when children are out playing in the summer.

2 Supports



Elizabeth x 28 days ago

Completely agree. The multiple garbage trucks on our streets is a joke. The amount of CO2, the wear and tear - it is silly. Select ONE or two for the entire city and cut down on the noise and pollution.

ANOTHER THING_ Recyclables should be picked up EVERY WEEK. Currently, we only have recyclable pick up once a week and that is not enough. Add compost and recyclables every week. (especially since the Edina code on Private compost bins are ridiculously small for a far north region where compost is only "active" from May - October.)

1 Support

comment...

Reply to Tracy Holtan

comment...

Reply to Joel Stegner



Michael Braun about 1 month ago

One refuse company per neighborhood, by vote of residents, with new bids and options voted on every couple of years to keep it competitive. I live on a cul-de-sac and we have about a dozen trucks coming and going every trash day, one for regular trash, one for organics, plus recycling - its ridiculous. What a waste of time, energy, wear and tear on our roads, pollution, noise, traffic . . . it has to be less expensive to choose one per neighborhood

6 Supports



Jordan Gilgenbach admin about 1 month ago

Hi Michael, thanks for your feedback! That's a lot of truck traffic in one day, and those are good points you brought up about the effect of the multiple trucks.

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Michael Braun



Mike DeMoss about 1 month ago

I personally want to choose my own garbage hauler, lawn service, etc. I want to have the option to cancel and switch whenever I feel the service is unsatisfactory. "One garbage hauler" takes that decision away from me. Competition is the most important motivation for quality service at a reasonable price. Government contracts (in general) can result in sweetheart deals. Behind closed door negotiations will not result in the best service at the best price.

12 Supports



Jordan Gilgenbach admin about 1 month ago

Hi Mike! Thanks for your comment! Great points on how competition affects price and service.

0 Supports



Francy Matson 25 days ago

I so agree!! I think competition is best for residents...we can make our own decisions. I do not want to turn decisions over to the city! We had a huge

recycle bin dropped in our yard...did not fit in our garage. Called the City & asked to exchange, Nothing happened. Called again & finally after months they picked it up...but no exchange. Irritating situation!!! I don't think the City will handle this well. I love our "Gman" and want to keep him forever!

0 Supports

comment...

Reply to Jordan Gilgenbach



Joe Corbett 20 days ago

I believe most of these issues can be alleviated by the annual review process. If a hauler knows that poor reviews could lead to a non-renewal of contract, then they'll offer good service. We had excellent service in Mpls for 10 years, likely due to the haulers knowing they could easily be replaced if service levels declined.

2 Supports

comment...

Reply to Joe Corbett

comment...

Reply to Mike DeMoss



Chad Freeman about 1 month ago

The competition between haulers has led to a lower cost on the one hand but we also pay for our road work via assessment here so long term our costs would be lower with a single hauler.

2 Supports

comment...

Reply to Chad Freeman



Lorenzo Tunesi about 1 month ago

I am in favor of having the city organize garbage hauling in large part because having many heavy garbage trucks from different companies drive city streets on garbage pick up day leads to unnecessary air pollution and road deterioration which we have to pay for. Cities like Minneapolis and St. Louis Park (just to name two nearby ones) have successfully had city organized garbage hauling for years. There is no reason we cannot do the same. The city could ask for proposals from haulers that address residents' concerns such as the ones expressed above about organic/yard waste.

6 Supports



Dorothy Lodahl about 1 month ago

I have a niece in St. Louis Park, and she is unhappy with the service. If cover is not completely down, they won't pick up is just one of her complaints.

1 Support

comment...

Reply to Dorothy Lodahl

comment...

Reply to Lorenzo Tunesi



Sandra x about 1 month ago

I strongly support organized hauling. How can we justify having multiple trucks going up and down our streets when we are supporting a cleaner, greener city? The League of Women Voters did a study of various surrounding cities and found organized hauling also saves money for the homeowner because the city has more bargaining power than does an individual home owner. The system we use today is outdated and a throwback to when Edina was a village.

7 Supports



Francy Matson about 1 month ago

Don't think a competitive market is outdated...we don't limit restaurants or Dentists or Gas Stations...Competition will continue to bring us service and great pricing. Note: Edina has been a great place to live and popular since it was a Village!

5 Supports



Jordan Gilgenbach admin about 1 month ago

Thanks Sandra and Francy for your comments! You both bring up very interesting points!

0 Supports



Skip Thomas 20 days ago

Right on Francy!!

0 Supports

comment...

Reply to Francy Matson

comment...

Reply to Sandra x



David Carlson about 1 month ago

The concerns regarding truck traffic and pollution are certainly valid. However, we have additional concern regarding escalating cost when a governmental unit contracts with a single or just a few companies. Our personal experience is that of having had rapidly escalating costs from a large, out-of-state based company over several years, (actually, the same one that collects recycling) and having been able to reduce our quarterly costs by 1/3 after switching to a smaller, local company. We believe that keeping garbage collection service competitive, and favoring local providers whenever possible should be a priority.

6 Supports



Jordan Gilgenbach admin about 1 month ago

David, thanks for your comments. Interesting point about the the "big guys" versus the smaller companies, and how that can effect service and price.

0 Supports

comment...

Reply to Jordan Gilgenbach



Skip Thomas 20 days ago

Right on David-----Where have the cable costs gone---out of sight !!!!!!!!!

0 Supports

comment...

Reply to Skip Thomas

comment...

Reply to David Carlson



Francy Matson about 1 month ago

We LOVE our local Garbage Hauler!! They have become number one in Eden Prairie in just a few years because of their great service & low prices. Eden Prairie has a huge Land fill .not used by our favorite company SWS. They take trash to the Minneapolis Trash burner which is a much cleaner option. We are not for the City of Edina telling us who our Hauler will be. Allow Companies to compete so we get the best price and service! I also am happy with the City of Edina making arrangements for recycle handling. Yes, when Edina was a Village we had a competitive market,,We should continue to encourage competition. Trucks on our roads are ALL a problem, Construction trucks, Delivery Trucks, Cut through traffic Trucks..Mail Trucks...

5 Supports

comment...

Reply to Francy Matson



Bob McKlveen about 1 month ago

I support one hauler per zone or two to choose from for the whole City. Such a solution would dramatically decrease the noise, air pollution, and wear & tear on our streets that we currently experience from having six different haulers every week. Also, having all these trucks driving essentially every street in Edina significantly increases their total production of CO2 and other pollutants City-wide.

One caveat, though: we use Vierkant Disposal because they collect compostables and yard waste all year. Because of that service, plus one sort recycling, we generate less than 1/4 can of garbage per week, sending far less to landfills. I would want whatever contracts are offered in the City to include a compostable collection option. Our former hauler used to do compostables but dropped the service because they own their own landfills. Without compostables in their landfills, since they were diverting to compost sites, then the landfills don't generate methane, and harvested methane was a major source of their revenue.

Finally, Vierkant is a family company that does a great job. If I'm late taking out the trash, they'll actually knock on my door so I can open the garage, and they'll take it out for me. WOW

7 Supports



Jordan Gilgenbach admin about 1 month ago

Bob, great comments. The issue of organics recycling is an interesting, and one that seems to becoming more and more popular. Thanks for weighing in!

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Bob McKlveen



Dan Nye about 1 month ago

I want to chose my own garbage hauler. I can make the decision about price and service that better fits my needs and most likely will conflict with some standardized standardized contract the city arranges. Remember, this is the United States of America and not some nanny state. People like their freedom even if it is only saving money by choosing their own garbage hauler or picking one that better fits their needs. .

5 Supports



Mary Porter 21 days ago

I want the choice to determine the services I pay for. I understand the traffic issue as I live on a busy residential street but I am willing to live with that.

1 Support

comment...

Reply to Mary Porter

comment...

Reply to Dan Nye



Kw x about 1 month ago

Everyone has a favorite hauler - they chose them. I've changed haulers several times because of decline in service and price games. Regardless, the small advantage of choice is minor compared to the public safety issues of multiple trucks going down the street on trash day, wear and tear on the roads (we pay for them with assessments) and hydraulic fluid leaks on my street. Many streets have no sidewalks and walking on trash day is risky. The trash day goes on and on depending on the carrier so trash cans are out on the curb for a longer time. I would support a competitive bid process for single hauler in each neighborhood. Having priced haulers recently, they are all pretty close to the same price.

2 Supports



Jordan Gilgenbach admin about 1 month ago

KW, thanks for your comments and insight on pricing!

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Kw x



Robert Have about 1 month ago

I appreciate that Edina provides residents with a listing of available garbage haulers. I do like the flexibility of selecting my own garbage hauler; however, I would like an opportunity to provide feedback on the pricing practices of the garbage hauler Aspen. I had them provide excellent service for approximately 20 years when I learned from a neighbor that I was paying far more than new customers and other long term customers.

I learned that each resident must contact the Aspen and threaten to change to another garbage haulers to obtain services at a substantially reduced price. An Aspen representative actually told me how long I had been a customer, how I had always paid my bill early, and that I had been subjected to every pricing increase over many years and she was glad to lower my pricing. Ironically, the pricing increases started immediately after I negotiated a lower price and continued until I called again. I changed providers to GarbageMan and locked in a price for an extended period. I hated playing the game with Aspen. I think Aspen's pricing practices should be reviewed and if found to be unethical, they should be removed from the list of available garbage haulers.

1 Support

comment...

Reply to Robert Have



Carol Pfeiderer about 1 month ago

I'd love to see a single hauler for a neighborhood and would choose Vierkant for all the reasons listed above. The pollution and road wear created by multiple trucks, in addition to the danger where so many kids are playing, are concerns to me also.

3 Supports

comment...

Reply to Carol Pfeiderer



Lisa Nelson about 1 month ago

The number of trucks in the neighborhood on collection day does seem to be a bit senseless but I am also a staunch supporter of the small business and they are the ones who seem to get left out in these situations. I do not like being forced to deal with companies who don't have to earn my business day in and day out. I am so pleased to see all the positive comments about Vierkants in this forum. As a 9 year customer I can say that they are far and away the highest quality and responsive collector I have ever encountered. While I support efficiency I would be terribly disappointed to have Edina or myself lose such a quality provider on my route. I am not sure how many providers currently are operating in Edina but perhaps further limiting that number could preserve competition and yet ease congestion and redundancy. I would not limit those providers by region though. Free market! Thank You Darren Nelson

4 Supports

comment...

Reply to Lisa Nelson



Morris Wee about 1 month ago

Single hauler per neighborhood, with contracts reconsidered regularly to maintain quality. I believe city officials can do a better job than I can of assessing the competition--especially if we customers give them feedback.

5 Supports

comment...

Reply to Morris Wee



Donna DAquila about 1 month ago

I'll choose my own, thank you. My current "hauler" is CHEAPER than Vierkant.

2 Supports

comment...

Reply to Donna D'Aquila



Nils Gokemeijer about 1 month ago

I see a lot of responses stating that there is too much wear and tear on our roads with the current system. There already is a solution to that: Get together with your neighbors and select a single hauler. I favor the current system because it offers the most choices: do you care about landfills, organics, incinerators, price: you can select your hauler based on your choices. Get everyone on your street to agree, and there will be just one truck.

1 Support



Jordan Gilgenbach admin 25 days ago

Nils, do you and your neighbors do this, or do you know if any others that are? Has it been successful?

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Nils Gokemeijer



Kim Ode about 1 month ago

I'd signed in here to express my loyalty to Vierkant, for their organics policies, and their extra-step personal service. Not to mention getting a handwritten bill! A superb local company. So happy to see all the other positive responses. The solution may be to clone Vierkant. I get the wear-and-tear arguments, although I wonder about this issue rising to the surface just as our streets have been overrun with home demolition/construction vehicles for the past few years. I don't like the hauler decision being taken out of my hands, but only because I don't want to chance losing Vierkant. If standards for all haulers could rise to their level, then the whole community would benefit.

4 Supports



Francy Matson 19 days ago

Great comments...I agree! Note, I think the Builder pays the city for any damage to the streets...but I don't really know where that money goes. Once the street is worn out we KNOW who pays for the new street. We have had 3 new construction homes within a few houses of ours. When the dumpster truck arrives and drops the new dumpster on the street while they haul away the old one it rocks our home and rattles our dishes...street damage galore. Never had that with a garbage truck. I wonder the weight difference.

0 Supports

comment...

Reply to Francy Matson

comment...

Reply to Kim Ode



marian cracraft about 1 month ago

comment...I hope we will be allowed to continue with Vierkant. Their service to us over 45 or so years has been simply superior. If we need something picked up or taken care of out of the ordinary, they always help, always timely, always agreeable.

2 Supports

comment...

Reply to marian cracraft



SUSAN JEPSEN about 1 month ago

We would prefer the City to hold contracts with one contractor per area. We weren't aware of the Vierkant compostables option, but will look into switching to them for that reason. I dislike having to call around periodically to see who will give me the "best deal" and then finding that my current hauler will meet that lowest price. We also are concerned about the noise, road wear & tear and air pollution. The garbage, which we only fill 1/2 a can at most, should go to the garbage burner.

2 Supports

comment...

Reply to SUSAN JEPSEN



Karen Christensson about 1 month ago

We have had Vierkant service for close to thirty years. We would not want to lose them either. However, the noise and volume of trash haulers each Monday is over the top awful. We will be having our street re-built this summer with a significant price to pay for each homeowner. Unnecessary wear and tear on our new road will be really hard to take after living through the construction period and facing years of payments for the project.

3 Supports

comment...

Reply to Karen Christensson



Kelli von Heydekampf about 1 month ago

I use Vierkant and love them. If Edina chooses to go with a contractor program, they must include an organics hauling similar to Vierkant's. I love the fact that Vierkant is a small, family-run business.

4 Supports

comment...

Reply to Kelli von Heydekampf



Laurie Fetterman about 1 month ago

The city can negotiate annually for the best rate maintaining the competitive rates that are now offered. My guess is that as the city would be a huge contract, our rates would decline. To have 20 trucks a day running down the streets is hard on the infrastructure. Given the costs of replacing the streets-the long term cost of multiple haulers is too high.

2 Supports

comment...

Reply to Laurie Fetterman



Sandra McGoldrick Kendall about 1 month ago

I agree with M.B. above. I lived at the end of a dead-end in Edina for many years, with an alley. My garbage was picked up in the alley behind my house, but my neighbors across the street had their garbage picked up on the street. So, every Monday, three trucks (trash, yard, and recycling) from three

different companies (9 trucks altogether) would drive down the street in front of my house, then back up the entire distance because they could not turn around, beeping the whole way. In back, in the alley, the same nine trucks collected from our side of the street. It's crazy! I had truck noise in stereo all morning. It ruined the roadway and the alley; they both needed constant repairs. For me personally it was disastrous. I work nights, and could never sleep through the constant truck traffic, and my dog was frightened of the trucks, so Monday was spent trembling inside. Ugh. I live on a through street now, but this system is ridiculous.

3 Supports

comment...

Reply to Sandra McGoldrick-Kendall



Diane Schroeder about 1 month ago

Although I have been very, very happy with Aspen as our trash hauler, I wholeheartedly support going to one trash company per neighborhood or for the city. It is incredibly unpleasant to be out in the neighborhood on Thursday mornings due to the constant parade of trucks. How can we possibly justify the pollution, the wear and tear on the roads, and the morning-long ruckus when there is an alternative? We live on a small circle street with no through traffic, and I suspect that most weeks the only trucks that come through are garbage trucks. Moving to one hauler would cut our truck traffic by probably at least 80 percent. As someone who paid just last year (a huge sum) for a street re-do, I would love to lose this superfluous truck traffic.

4 Supports

comment...

Reply to Diane Schroeder



Hope Melton about 1 month ago

Freedom of choice is the bedrock of our free enterprise economy. It works really well except when it interferes or damages the common good. Having 6 or 7 different haulers roaring through neighborhoods inflicts more damage to our streets than would a single hauler. We all pay higher taxes to repair the damage. Furthermore, the City's Do Town has us all thinking about walking and biking to support healthier lifestyles. I like to walk with my dog, in the middle of the day. When there are no sidewalks (most of the City at present). With multiple trucks, it's dangerous, smelly, and noisy.

That said, I use Vierkant because they offer organic recycling, they're reasonably priced, and it's a local business. With organic recycling, my contribution to the land fill is almost nil. If this is a "green city" as we say, it seems to me that the City should choose a company that offers organic recycling.

5 Supports



Jordan Gilgenbach admin 25 days ago

Thanks for your comment, Hope! Sometimes, it's easy to forget that not all neighborhoods have sidewalks, making the roads difficult for cars, bikes and walkers alike to navigate among all the bins and trucks.

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Hope Melton



Karen Sandler Steinert Karen Sandler Steinert about 1 month ago

We also choose Vierkant because they have an organics option and are a great family company that provides customer service - unheard of from most businesses in this day and age. Most of our trash is organics and I would hate to lose that option.

3 Supports

comment...

Reply to Karen Sandler Steinert Karen Sandler Steinert



Karen Sandler Steinert Karen Sandler Steinert about 1 month ago

I should add that we greatly dislike every other week recycling because what isn't organics is recycling at our house and our bin is overflowing on recycling week. I would greatly dislike a single haul system that is at all like our recycling system without flexibility for families' needs like private garbage companies are able to give when contracting directly with families. I do understand the pollution, traffic and noise concerns so I wouldn't rule out a single provider, but it would be nice if each family could contract with the provider directly according to that family's needs.

0 Supports

comment...

Reply to Karen Sandler Steinert Karen Sandler Steinert



Linda Zempel Linda Zempel about 1 month ago

We like our current garbage hauler. Competition between companies has always been the best option for keeping costs down and services up. We don't believe that garbage trucks on our streets once a week impacts our road system. We should be able to pick our own service providers since it is our cost.

3 Supports



Mary Yee 28 days ago

Please see MN Pollution Control Agency's study at <http://www.pca.state.mn.us/index.php/view-document.html?gid=17347> for effects on roads, pollution, fuel usage, etc. Also the research literature shows consistently lower consumer costs when hauling is organized.

0 Supports

comment...

Reply to Mary Yee

comment...

Reply to linda zempel



Jim Wangen about 1 month ago

I would like to see our newly resurfaced road last as long as possible, so I would be in favor of a city contract for one or two haulers. To ensure cost is controlled and service levels remain satisfactory, I would suggest a 2 year bid cycle for this business.

5 Supports

comment...

Reply to Jim Wangen



Frans Versluis about 1 month ago

Not surprisingly, the website from the garbage haulers association asserts that "the few trucks such a [government] takeover might get off the streets will not save the roads, but will restrict your freedom to choose, smother innovation, increase government bureaucracy, and reduce competitors in the market, especially for small family-owned haulers."

First, I don't think we are suggesting that for the city to get into the hauling business. So this is not a "takeover" but rather a streamlining of a service.

Road damage: I would agree that road damage from Minnesota's winters probably causes more damage to Edina roads than the garbage trucks. However, there are cost savings to be realized that would more than likely result in lower prices for garbage pick up. There will be significant cost savings from having just one truck picking up garbage (fuel, maintenance, labor etc). In addition there are the hidden costs of CO2 exhaust (why can't they drive on natural gas?).

Bureaucracy: I am not sure how much bureaucracy issuing an annual or biannual bid for hauling services by neighborhood or for the entire city will be created. After all the city already issues many bids on an annual basis.

Freedom to choose: I wonder how many people really are aware of the differences in service. Most people do not have the time to compare the various services. A bid process would probably do a better job selecting a responsible, cost efficient service. I for one would be happy to have a city engineer make that selection for me.

Smother innovation: Not sure how much more innovation there is in hauling garbage. The innovation I have seen pertains to making the process more time efficient by using robotic arms. You could argue that a single hauler system would drive more cost out of the process that could be used to invest in cleaner trucks.

My vote would be for a single hauler by neighborhood in the initial phase and then study whether a single hauler for the entire city would make more sense.

1 Support

comment...

Reply to Frans Versluis



Sue Toth about 1 month ago

Please reduce the number of garbage haulers. I worked with our neighborhood to start a neighborhood garbage program to reduce the number of haulers in our neighborhood because of all of the extra traffic. By doing this, we were able to freeze our costs (which were reduced depending on the number we were able to get into the program) and the company had to notify us in advance if there was ever to be a price increase. It worked very well for years, until that carrier was acquired by another company.

We need to do something and competition can still exist with a single hauler program if the contract is renewable on an annual or biannual basis. You can negotiate much lower prices if you have more people in the program.

We have compostable service now and would want that to continue.

3 Supports

comment . . .

Reply to Sue Toth



Art Vandalais about 1 month ago

JORDAN, aside from the socialization of our garbage hauling, I am curious if Edina has considered the "buy-out" costs it would incur from compensating Edina residents for the financial damages they would incur when forced by their elected officials to involuntarily breach binding contracts entered into by two private parties (e.g. me and my garbage hauler). Because of the price wars b/t haulers, I have a multi-year agreement for flat pricing with my garbage hauler. The only way I can terminate that contract is to "buy out" the contract and pay for the remaining 30+ months left on the agreement OR move homes. I do not want to pay that cost and I am not sure it is fair to force Edina (my taxpaying neighbors) to pay to buy-out my and other residents' agreements such as this because the local gov't is messing with the free market.

I think the residents of Edina need to be careful what they ask for, sole-source garbage is first, then it's UPS vs. FedEx, then it's pizza delivery, and the list goes on..... not to mention the fraud which becomes unavoidable and often undetectable when the gov't begins negotiating for its citizens and competition is eliminated.

If the argument is the deterioration of our roads or too much CO2, then add an appropriate garbage hauling tariff to the haulers and the efficient haulers will figure out how to become green through lighter, more efficient equipment and lower their costs, or they will lose business and die through an inability to compete.

When Edina gave a sole source contract for recycling, the service levels eroded from weekly to bi-weekly. When this happened, too much waste built up and the last time, I set my neatly tied bags of extra recycling on top of the bin, the recycling company ignored the extra (maybe a union restriction?). Subsequently my garbage hauler noticed it and threw it in with the rest of the garbage so it's now in a landfill somewhere when it should have been recycled - thank you for that.

Stay focused on maintaining local infrastructure, educating our kids, parks, and police & safety, please stay of business, it is not the gov'ts job to mandate with whom I do business nor is anyone in local gov't qualified to do so.

4 Supports



Jordan Gilgenbach admin 25 days ago

Art, thanks for your comments! The issue of resident-hauler contracts that would require a buy-out is an issue I hadn't thought about. If the City Council decides to have staff further look into the issue, this is definitely something that would need to be addressed. At this time, this topic is for discussion only and no change to the current system is being proposed for Council consideration, but we appreciate your insights!

I will also note that on recycling, you are able to upgrade to the largest recycling bin if you'd like. If you find the cart is not large enough to hold all your recycling, you can also request an additional cart. There is no additional cost. Please call Allied/Republic Services at 952-941-5174 to assist with that change.

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Art Vandalais



Jeff Hill about 1 month ago

I want to select my hauler. I want to be able to fire my hauler. Comcast and CenturyLink have taught Edina residents how we are treated by single source providers. The bigger firms have much more clout and skill at negotiating with municipalities and the little guys are forced out. ...and isn't it amazing that single source hauling is only a tiny bit cheaper than having 3-4 runs down every street!? A testament to the inefficiency of single sourcing.

3 Supports



Mary Yee 28 days ago

Please see the MN Pollution Agency Study at <http://www.pca.state.mn.us/index.php/view-document.html?gid=17347>. Organized hauling consistently brings lower prices than Edina's open system. Ask St. Louis Park and Hopkins residents.

1 Support



Jordan Gilgenbach admin 25 days ago

You both bring up interesting points. Would you rather have a cheaper price, or better service? Trying to find that balance is the tricky part.

0 Supports

comment...

Reply to Mary Yee

comment...

Reply to Jeff Hill



Shannon Murphy Robinson about 1 month ago

We want to select our hauler. Our driveway is off a long private that our 3 households have to maintain and is not maintained by the city. We specifically selected Garbage Man because of their small truck and service. The small truck is much less wear and tear on the alley asphalt. If the city want to switch to a single supplier, than maintain our alley so we do not incur the additional expense.

3 Supports

comment...

Reply to Shannon Murphy Robinson



Patrick Finley about 1 month ago

I believe the City should contract the haulers. Divide the city into four quadrants and open each for bid. Now we have six different haulers every Thursday in my area in addition to the recycle truck every other week. Too much noise - too much wear and tear on the street.comment...

0 Supports

comment...

Reply to Patrick Finley



Patrick Finley about 1 month ago

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0 Supports

comment...

Reply to Patrick Finley



Patrick Finley about 1 month ago

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1 Support

comment...

Reply to Patrick Finley



Connie Soteropulos about 1 month ago

I would like to keep the choice mine. I personally do not feel this is a area where city government should be involved.

3 Supports



Skip Thomas 20 days ago

Right on Connie !!!

0 Supports

comment...

Reply to Skip Thomas

comment...

Reply to Connie Soteropulos



Paul Nelson about 1 month ago

To help keep our neighborhoods safer and easier to navigate on "garbage" days, I would be willing to have the City negotiate hauling contracts either City-wide or per quadrant on a two-year basis. This still would require 3 trucks to pass by each week - seems like enough to me.

1 Support

comment...

Reply to Paul Nelson



Bob York about 1 month ago

For anyone who is present during the day to see the parade of haulers streaming by, it is clear that the current system must be extremely wasteful in terms of fuel, damaging to the roads, and potentially dangerous to pets, children, and the elderly. On any given rubbish day at least five companies' vehicles buzz up and down my street, each passing more houses than it stops to service. I am very supportive of the city investigating options for a single city wide carrier or zone based single carriers. It appears that is what has already been done in terms of recycling, and that seems to have worked well thus far. I would very much like to see the facts on what residents are paying now to the various providers and what what the City could accomplish in a transparent competitive bidding process as a "single payer" with much more clout than any of us have. Faced with the facts, some of the people who think they've negotiated such a great deal today might be surprised . Finally, for those who currently use someone because they collect compost or yard waste, those options could be built into the city wide bidding process as well.

2 Supports

comment...

Reply to Bob York



Bob Granson about 1 month ago

I prefer to select my own provider. Over my 40 years as a homeowner in Edina I have changed providers perhaps three times. I believe I have more control over the price and quality of service. If I am unhappy with either I can go elsewhere. If the city has a contract with a provider who handles the entire city is that provider going to care if one household is unhappy? No government contracts I say.

4 Supports



Jordan Gilgenbach admin 25 days ago

Bob, good points. You, as the consumer, are the ultimate controller with your dollars to spend on garbage services. The ability to change providers can give consumers great leverage when it comes to negotiating services, terms and pricing. Thanks for chiming in!

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Bob Granson



Eddy Christensson 30 days ago

After 30 years of perfect service Vierkant continues to be our choice. As far as I am aware they are the only full service option. Besides the organic hauling preferred by many, they are only a phone-call away from hauling away bulky debris from a construction project with their pick-up truck. Never fails. They have earned their way to stay in our neighborhood.

0 Supports

comment...

Reply to Eddy Christensson



ysmifh 29 days ago

comment...I want to choose my own garbage hauler. Too often the "Big Boys" ie. companies are offering the lowest bid and it guarantees nothing! The free open market is what keeps things competitive. I am tired of government interfering with every detail. Because we are able to choose who hauls the garbage, most of the people in our neighborhood have switched to a smaller local company and are much happier than when the large companies hauled the garbage.

2 Supports

comment...

Reply to v. smith



Mary Yee 28 days ago

I was shocked when I moved to Edina to find so many trucks on the street on collection day. While competition from multiple providers often results in better prices for consumers, that is NOT the case with an open hauling system like Edina's. The research literature shows, on a national basis, consistently lower prices with organized hauling. The MN Pollution Control Agency has summarized the findings in their study. See <http://www.pca.state.mn.us/index.php/view-document.html?gid=17347>. For a League of Women Voters' local study, I contacted neighboring cities to learn about their arrangements and prices. St. Louis Park contracts with a private company to haul waste for the entire city and the rate is much lower than the average for Edina's multiple haulers. SLP residents have consistently rated the service highly in the city's surveys. Hopkins uses municipal employees to haul trash and its residents pay a lower price on average than Edina residents. Eden Prairie has a similar system to Edina's and its residents pay similarly high prices. Price is not the only consideration. People should also take into account the wear and tear on roads, the pollution, the noise, the excessive fuel usage (which is well-documented by the MN Pollution Control Agency's study), and the danger of truck traffic. I understand concern about the viability of local businesses and I use Vierkant myself because I value their compost collection option. However, there are ways to organize trash hauling to take into account desirable features such as composting. It makes no more sense to have so many trash haulers running through residential neighborhoods than it would to have all of us try to generate electricity on our own. Trash hauling is a public utility and we should try to organize the service in the most efficient, least polluting manner possible.

1 Support

comment...

Reply to Mary Yee



kerry kirvida 26 days ago

Yes! I support organized garbage hauling makes sense for 3 reasons: 1. By consolidating pickup the city should be able to negotiate lower rates than what an individual household currently pays. We lived in minneapolis for 10 years where they have consolidated garbage pickup and it was reasonably priced and convenient. 2. It would reduce the numbers of large trucks driving through our neighborhoods. As a mother of 3 kids under 5 years old I worry about these large garbage trucks that pass by our home 8 times on garbage day (yes, 8 times)! 3. Per Judith F, I agree by increasing route efficiency there should be less CO2 emitted -- good for the earth.

1 Support

comment...

Reply to kerry kirvida



Jordan Gilgenbach admin 25 days ago

Out of curiosity, has anyone privately made an agreement with haulers and neighbors on your street to all chose the same hauler for a lower price? I'm interested to know if this is happening within in the City.

0 Supports

comment...

Reply to Jordan Gilgenbach



Susan Chandler 22 days ago

I am in favor of the City holding the contract with a single garbage hauler for a zone or the whole City. As many others have mentioned, the issues of noise, disruption, pollution, safety, inefficiency, and costly wear and tear on our streets make this the most logical choice. I would prefer that the City engage in regular (i.e., annual or biennial) competitive bidding to ensure low rates. Garbage hauling fees are hardly secrets, so the City should be able to negotiate fees that benefit rather than harm residents.

0 Supports

comment...

Reply to Susan Chandler



Bruce Kieffer 20 days ago

I prefer to contract this on my own, but I do understand the advantages of having one hauler.

1 Support

comment...

Reply to Bruce Kieffer



Skip Thomas 20 days ago

I like competition. It breeds lower prices. SWS is a good example of this. I get 3 months of service and about \$20 less per billing period for what I was paying with Allied for 2 months service. Keep the competition alive !!

0 Supports

comment...

Reply to Skip Thomas



Barry Rosenthal 20 days ago

Definitely organize the city's garbage hauling. We will get better pricing through a competitive procurement process covering hundreds or thousands of homes, and will end up with less traffic and noise. There are many valid comments against the city organizing trash collection, but they could easily be managed in a well-designed procurement process and ongoing management. Placing contracts by zones may be better than one city-wide contract to ensure continuous comparison of service. If one hauler is not keeping up with the contractual requirements or the satisfaction levels of other companies in other zones, the city could move the contract to another company. The contract could include a city-run satisfaction survey and the lowest-scoring contractor each year could be replaced. To help smaller local companies, there could be a slight advantage for locally based companies in the procurement process. If someone really, really loves their current hauler, there could be an individual opt-out. I think very few people would bother doing that, particularly if zone purchasing results in lower costs. I switched haulers after years of not watching my bill and then finally realizing how much the first company had quietly raised rates by tacking on a range of fees. We would all be better off if we had competitive city procurements periodically so this type of thing would get brought to light.

0 Supports

comment...

Reply to Barry Rosenthal



Jennifer Haenel 19 days ago

Please allow us to keep our own garbage hauling service. The service I receive from my current garbage hauler far exceeds what happens with the city contracted recycling company (bins left open in the rain/snow, bins left tipped over at the end of the driveway, etc). My garbage hauler cleans up their mess, and I appreciate it!

0 Supports

comment...

Reply to Jennifer Haenel



Leslie Iyer 19 days ago

I strongly support single hauler. Having 8+ trucks barreling down our streets every week (double that in the spring through fall) is bad for our street maintenance (\$), for our students who are trying to safely walk to school, and for our air quality. Cities with single-hauler have much lower rates than we are currently getting at our best, and if the citizens support organics pickup, etc. we can include that as a condition of those competitive bids. This is long overdue.

0 Supports

comment...

Reply to Leslie Iyer



Greg Arnoff 18 days ago

I have seen several comments about multiple trucks on collection day, but think about those of us that border two collection areas. We have 5-8 trucks from different garbage trucks one day going up and down our street and then the next-day we have the same number of trucks from the same haulers going up and down the street collecting the other side of the street. As we are on a collector street we also have extra trucks just coming and going to access the area.

I used to live in St. Louis Park and was very happy with the service. If I had extra items (not large) they were picked up at no charge, I understand the cost issue as I recently switched haulers as a matter of practice I periodically check prices and found my hauler and found a hauler that charged considerably less than the hauler I had used for several years.

I fully expect that if the city goes to city-wide hauling, my rates will go up but others will likely go down because with city-wide hauling we may not have the same options we have now for the size of the carts. But I am willing to pay that with the hopes that the road maintenance costs will not increase as fast and it will reduce the barrels of oil that have to be pumped out of the ground only to be burned and pollute the air we all have to breath.

It wouldn't have to be one large hauler that received the contract for the entire city as the smaller haulers could form a consortium and compete with the large haulers if they didn't feel they could bid on the entire contract alone.

I asked a member of a city committee that likely would have been very involved with this subject a few years ago if the city had discussed city-wide hauling and he said a member of the City staff felt that the city would receive a lot of calls on pickup issues so he discouraged exploring city-wide hauling.

1 Support

comment...

Reply to Greg Amott



Paul Glewwe 17 days ago

Now that St. Louis Park has tried organized hauling and found that it is less expensive than the competitive system we have, I think we (Edina) should take advantage of their experience and switch to organized hauling. If it does not turn out as well as it did in St. Louis Park, it would not be hard to switch back to what we have now, but without trying it we'll never know what works best for Edina.

0 Supports

comment...

Reply to Paul Glewwe



JoAnn Hillstrom 16 days ago

I support having waste hauling organized by the city for all the reasons previously mentioned. Perhaps different service levels could be arranged to satisfy the needs of the loyal Vierkant customers.

0 Supports

comment...

Reply to JoAnn Hillstrom

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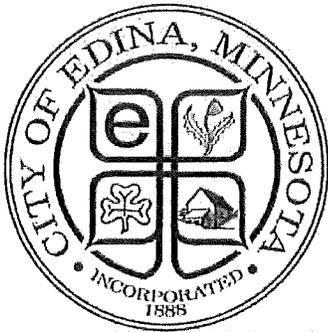
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Discussion: Organized Garbage Hauling

The City wants to learn more about what people think about the organized garbage hauling. Some cities have zoned garbage hauling where there are several haulers, but one per zone. Some cities even have one garbage hauler for the entire city, whereas Edina allows its residents to choose from a number of licensed haulers. See the topics to weigh in!

Note: The City is not proposing a change at this time. By using this online discussion, feedback...

3 Topics

126 Answers

Closed 2014-04-01

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Topic: [Pros and Cons of Garbage Hauling](#)

What are your biggest concerns if the City were to move to a City-contracted garbage hauler? What are the benefits of keeping it the way it is?

24 Responses

24 Responses



[Joel Stegner](#) about 1 month ago

Most think status quo is not working - look for a new approach.

1 Support

comment...

Reply to Joel Stegner



Michael Braun about 1 month ago

A huge benefit to allow neighborhoods to vote for one hauler every couple of years - I live on a cul-de-sac and we have about a dozen trucks coming and going every trash day, one for regular trash, one for organics, plus recycling - its ridiculous. What a waste of time, energy, wear and tear on our roads, pollution, noise, traffic . . . it has to be less expensive to choose one per neighborhood

2 Supports

comment...

Reply to Michael Braun



Robert Aderhold about 1 month ago

I prefer a single hauler to lots of big trucks on our street. This strikes me as very inefficient and wasteful of non-renewable energy. I've used several waste haulers in my 18 years in Edina and have found the quality of their service about the same. It would seem to me that we should be able to get as good a deal from a negotiated contract. I find that our household generates very little waste that does not go into our recycling bin or compost heap. It would be nice if reduce/recycle behavior could be rewarded in a new system.

3 Supports



Jordan Gilgenbach admin about 1 month ago

Robert, thanks for your comment idea about encouraging residents to reduce their trash generation!

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Robert Aderhold



Ann Anders on about 1 month ago

We should keep our current system. This is the type of small-business competition that is capitalism in its good form--that keeps the companies on their toes and providing good service. If I get mad at my hauler, I can change to another one. My company's monthly charge is not cheap, but I know they will respond if I have a problem. If the city just has one hauler, there won't be this type of incentive.

2 Supports



Jordan Gilgenbach admin about 1 month ago

Good points about service levels, Ann! Cheaper is clearly not always better. Thanks for your comments!

0 Supports

Reply to Jordan Gilgenbach



Mary Porter 21 days ago

Competition fosters better service and pricing overall. I want a choice.

0 Supports

Reply to Mary Porter

Reply to Ann Anderson



David Carlson about 1 month ago

We are concerned that the city will be likely to contract with a large, out-of-state based company, as they did with the recycling service. We found that company, who'd been our garbage service for years, was very difficult to deal with, plus very expensive. If, as suggested above, the carrier could be selected on a neighborhood basis, that would give more assurance that the process would be truly competitive.

1 Support



Jordan Gilgenbach admin about 1 month ago

David, That's a good idea. If a change is ever proposed in the future regarding garbage hauling, it's good to keep in mind community input and possibly on a neighborhood by neighborhood basis.

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to David Carlson



Dick Erlandson about 1 month ago

I prefer the current system. We have options for service and price in dealing with private companies that we would be sacrificing to change the system to a government one. Please leave the present garbage service arrangement alone.

2 Supports

comment...

Reply to Dick Erlandson



Dan Nye about 1 month ago

My biggest concern about going to a city chosen hauler is a matter of freedom. The "green fanatics" are trying to push their beliefs on me and making me live under their rule. I have a different view of this topic than them. If the city goes to one hauler, my freedoms are being trampled on by others. Secondly, how did that recycling contract go? If I remember right, the contractor had no made any payments to the city for all those resources they collect until a news organization pressed the issue. Giving the government control of a contract like this is not going to result in financial efficiency.

1 Support

comment...

Reply to Dan Nye



Kw x about 1 month ago

Read several studies of single hauler systems in our metro and elsewhere. Typically, single hauler systems result in savings. I support single hauler and feel our local government can manage the bidding process.

1 Support

comment...

Reply to Kw x



Jon Barnett about 1 month ago

When we moved here 24 years ago, we used a national company to take our trash, we then had someone knock on our door and we switched to save money. That went well for a long time and then we weren't too happy with their service so we switched to a new start up company about 9 years ago. They've been great: They answer the phone with a 'real person' and they've saved me about \$7.00 per month over the national. I agree, there will likely be less traffic if the city changes it's mind and goes to a one-vendor solution but the consequences of that decision need to be weighed carefully. As a small business owner, I put myself in the shoes of the company owner who has worked for years to build their business in our town. They've probably borrowed hundreds of thousands of dollars to buy the trucks, hire and train people to pick-up and drop our garbage, maintain their fleet and staff their offices to handle all the day to day. We as a town have encouraged the free enterprise system to allow choice and businesses have been built to meet those needs. The consequences are big and I don't think it's fair that we as a town can say. Thanks for building your businesses, we're eliminating the companies you've just built I hope you can replace the accounts we've eliminated. I'm concerned the next decision will be that I can't use my snow plow service because there are too many different trucks coming down my street to plow snow or provide our lawn service. The argument that the small companies can bid on it sounds good but I can't imagine our garbage guy taking the chance to get the whole town's business and then having to add a lot of trucks and people with the chance that they'll lose the business when they re-let the contract and they're stuck with all the trucks and people. Hopefully we'll think carefully about the ramifications of our decisions and what is a fair and equitable way to handle this decision.

4 Supports



Kimberly Barrett about 1 month ago

Jon's points about 1) the small business owner who has invested potentially thousands upon thousands of dollars into a business which serves specific areas of town, only to lose business due to a city-wide change, and 2) who might be able to bid on the city-wide business, invest thousands more, and potentially lose the contract at renewal, are both valid and real arguments and should be given a fair amount of weight.

3 Supports

comment...

Reply to Kimberly Barrett

comment...

Reply to Jon Barnett



Donna D'Aquila about 1 month ago

The benefits of keeping as is...I get to choose who I want as my provider...I think they call it, my LIBERTY!

2 Supports

comment...

Reply to Donna D'Aquila



Catherine Groat about 1 month ago

It is disconcerting to think that people would place a greater priority on being able to choose their own hauler over the safety of our neighborhood children, environmental stewardship and wear & tear on our city roads. Most people would agree that we have an abundance of heavy trucks on our roads each

week. We live on an alley. Every Wednesday we have The Garbage Man, Allied Waste Recycling, Yard Waste hauler in summer, Vierkant trash and Vierkant compost trucks up and down our road. My only concern about moving towards a single hauler is the lack of composting that Vierkant offers. All other haulers have a yard waste option, but Vierkant has the only true curbside compost option. As a family of 4, we have 1 tall kitchen bag of trash a week. The rest is recycle or compost. Doesn't it make sense that we are good stewards of our environment? I'm flabbergasted that this is not a common viewpoint. Does liberty give us the right to abuse our earth?

To compare huge heavy garbage trucks with local snow removal trucks is like comparing apples and oranges. The wear and tear on roads is not comparable. As for free enterprise. Isn't that determined by good service and prices?

2 Supports



Kimberly Barrett about 1 month ago

Cathy -- a monopoly of a garbage hauler is not free enterprise. You know that I share your view of the environment, and yes, I would like to find a happy medium to reduce the amount of trucks but...the last thing I want is a "Walmart" of a garbage hauler running through the city putting the mom and pop shops out of business. I fear that "the little guy" that we both know and love would not be able to compete with the national outfits, mostly for the reasons Jon stated above. I would be happy with a reduction in the amount of choices of garbage haulers (currently, there are 7 according to the city's website). Perhaps going down to no more than three would be reasonable. It would reduce the number of trucks, but yet still offer free enterprise/competitive market/choice.

3 Supports



Art Vandalais about 1 month ago

Kimberly, picking 3 vendors as a random number out of thin air is no better than a govt sponsored monopoly. I can sense you're trying to compromise but it sounds like a decision based on *nothing more* than to appease someone trying to build a false case based on the "the safety of our neighborhood children". I am a father of 4 and we all love our kids, there is no garbage truck safety issue and it's driven only on emotion and no fact. Making up a fake crisis to drive an environmental agenda is shameful on its face. Catherine should just be honest and say she doesn't like the noise and chaos from multiple big trucks and a fake global warming crisis and leave it at that, that's a fair argument.

0 Supports

comment...

Reply to Kimberly Barrett

comment...

Reply to Catherine Groat



SUSAN JEPSEN about 1 month ago

Our biggest concern is that negotiated savings wouldn't necessarily be passed on to us after a hauler is selected for our area.

1 Support

comment...

Reply to SUSAN JEPSEN



Sandy Radeke about 1 month ago

I understand the desire for fewer trucks on garbage day, but perhaps the answer is to have fewer of the large companies allowed as permitted choices than to go to single hauler. I use a small local company, Vierkant, because they saved me a significant amount over my old large company hauler, because the large hauler had terrible customer service, and even more because of the compostables option. Between recycling and the things I can put in the compostables bin, my actual trash is very little. Some weeks I don't have enough to put out. Although Vierkant has invested a lot into their business, they couldn't compete for a city-wide contract. If the city does go to universal, I would want them to make sure that those of us who want compostables service would still be able to get it.

Also, there would need to be some kind of customer service/quality control aspect to the contract. I have not been impressed with the level of service from the recycling provider. If things fall out of the bin while it is being lifted into the truck, they don't come out and pick them up -- they just sit there until I get home unless they blow away first.

0 Supports

comment...

Reply to Sandy Radeke



erin lysen about 1 month ago

I think one hauler makes sense. Our small street of 5 houses uses 3 different providers! Also, has there been any discussion on WEEKLY recycling instead of bi-weekly? Our recycle bin is always overflowing and we are just a family of 4. We could easily reduce our weekly waste if we had more recycling capacity.

1 Support



Vivien Talghader about 1 month ago

When Edina switched to single-sort bi-weekly recycling, my family of six was given a small recycling bin that could really only hold one week's worth of recycling. I contacted the city and they were happy to get me a larger recycling bin. I don't believe that the city advertises this but I'm sure that if you were to ask for a larger bin, they would also be happy to accommodate.

1 Support

comment...

Reply to Vivien Talghader

comment...

Reply to erin lysen



Dorothy Lodahl 20 days ago

Our neighborhood was recently solicited in person or by a flyer, from a "big business hauler to switch for \$43/quarter for the largest container. This is \$17 cheaper than the Garbage Man or Vierkant.. Trying to run the little guys out of business? If Edina goes to a city wide pickup or sectional pickup - who will be left to bid . Only the big boys. I have been contacted several times to go back to my previous hauler. The last time for \$10/month for the largest container. When I asked if everyone was getting the same price, the answer was NO. I believe this is unethical business practice and is not a company I wish to do business with.

0 Supports

comment...

Reply to Dorothy Lodahl



Mary Lathrop 18 days ago

I lived in Minneapolis where the city-controlled garbage hauler responded only to the city, not to the residents whose garbage they hauled. There were always problems: messes left, cans in the street, etc. I later lived in Mendota Heights where I could choose any hauler. After having one of the large national haulers whose phone was not answered by a human, I switched to a local hauler and was extremely pleased with both the price (over \$100 less per year than the national company) and the service. When I moved to Edina three years ago I went with a small, local business...Suburban Waste Services. The phone is answered by a real person...a pleasant person who wants my business. The garbage man neatly places my can back where I can reach it. The garbage haulers' responsibility is to me, and if there's a problem and they don't do well, they know I'll change to a competitor. I doubt I would get the same service with one of the big business haulers. Besides, isn't it nice to give business to local, Twin Cities' businesses, especially when it's cheaper? I really do appreciate having all garbage in one area hauled on the same day. That cuts down on the cans always being in the street. After reading all the comments above by people who dislike several trucks one day, I realize that my pro-local-business view might not prevail. If the pro-big business lobby manages to change the city policy someday, and have one large company haul the garbage, I hope that the contract is short...one year max...and up for review each year. But I hope that never happens....I would hate to see all the friendly, cheaper, local businesses out-gunned by a big boy.

0 Supports

comment...

Reply to Mary Lathrop

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Discussion: Organized Garbage Hauling

The City wants to learn more about what people think about the organized garbage hauling. Some cities have zoned garbage hauling where there are several haulers, but one per zone. Some cities even have one garbage hauler for the entire city, whereas Edina allows its residents to choose from a number of licensed haulers. See the topics to weigh in!

Note: The City is not proposing a change at this time. By using this online discussion, feedback...

3 Topics

126 Answers

Closed 2014-04-01

[View Discussion](#)

Topic: [Cost](#)

The City provides a single recycling hauler, and residents are billed quarterly with their water bills. Would you support a similar payment structure? How much do you would be willing to pay per quarter for City-contracted garbage service?

16 Responses

16 Responses



Michael Braun about 1 month ago

Yes, I like the idea of it being on our water bills. I like that the recycling cost went down from \$7.50 a quarter to \$5.25 and I love the new large mixed

recycling bins. I'm currently paying \$42 a quarter for trash only, no organics (I compost all our organics for our garden) If city wide recycling with once a week pick-up costs \$5.25 a quarter, perhaps once a week trash pick-up would cost \$10.50 - that would be terrific, it has to be less than \$40 a quarter! Allow residents to pay extra if they want organics added to their once a week pick-ups.

1 Support

comment...

Reply to Michael Braun



Lorenzo Tunesi about 1 month ago

Yes, I would support a quarterly payment structure for garbage and yard waste. In terms of cost it is all about options. Several sizes (at least 3) of garbage cans should be available and options for yard/organic waste should be available as well.

1 Support



Jordan Gilgenbach admin about 1 month ago

Lorenzo, providing different bin sizes and trash options is a good point to keep in mind since sometimes, a one-size-fits-all model doesn't work. Thanks for your comment!

0 Supports

comment...

Reply to Jordan Gilgenbach

comment...

Reply to Lorenzo Tunesi



KwX about 1 month ago

I'd prefer a quarterly billing from City of Edina. Price? Since they all price out about the same now, would expect similar pricing to what we have, plus hope the City does a good job of negotiating the contracts.

0 Supports



Sandy Radeke about 1 month ago

Do they really price out about the same now? I cut my trash bill almost in half when I switched from one of the big haulers to Vierkant.

0 Supports



Kw x about 1 month ago

I experienced price creep once I signed on with two different haulers. When I called around, the prices of the others were about the same. Vierkant was in this group. If your bill was twice as high, not including the promotions they all offer when you switch service, you were paying too much.

0 Supports

comment...

Reply to Sandy Radeke

comment...

Reply to Kw x



Donna DAquila about 1 month ago

I don't want to pay anything for city hauling. I'll choose my own garbage hauling service. What kind of people are you to even discuss the city choosing your personal home choices. Didn't you learn enough with the ridiculous millions of dollar bike lanes???

0 Supports



Art Vandalais about 1 month ago

Thank you Donna, finally someone with some common sense. These busy body local city bureaucrats need to find something else to do with their time. The next thing you know, the gov't will try to tell us what kind of health insurance we have to buy.....

1 Support

comment...

Reply to Art Vandalais

comment...

Reply to Donna D'Aquila



SUSAN JEPSEN about 1 month ago

We are currently paying \$51 per quarter plus fees and taxes for the smallest can size. I would expect to pay about \$40 per quarter if a good contract were

negotiated. City billing is the way to go.

0 Supports

comment...

Reply to SUSAN JEPSEN



Kelli von Heydekampf about 1 month ago

I pay \$85 quarterly for a large can AND all compost waste. This includes all yard waste plus all food scrap waste and any paper products. I find this very reasonable and the compost/kitchen waste has cut down on my regular garbage tremendously.

0 Supports

comment...

Reply to Kelli von Heydekampf



Patrick Finley about 1 month ago

I pay \$85 for garbage and \$21 for yard waste each quarter. I think this is a little high. With negotiation from the city I would expect about \$300 per year for both garbage and yard.waste. comment. Actually is all the fees that are the killer...

0 Supports

comment...

Reply to Patrick Finley



Art Vandalais about 1 month ago

I'm interested in how Edina will compensate all of the homeowners who be forced to breach long term contracts they have with their haulers. I have a locked in commitment of 30 months left with my hauler. If they're are not the anointed hauler, then me and several others in my position will still be liable to pay down our contracts.

Secondly, how can a one size fits all model work? Sure you can have different can options but how about frequency? My snow bird neighbors are gone 6 months out of the year, will they be forced to buy a service 6 months out of the year when they otherwise wouldn't consume that service?

2 Supports

comment...

Reply to Art Vandalais



kerry kirvida 26 days ago

Yes, I support organized garbage hauling. I think a reasonable cost should be 10% lower than what I pay now because by consolidating pickup, the city can hold a competitive bid with a select group of garbage haulers. Lower rates should be negotiated than what an individual household currently pays. To assess a fair monthly/quarterly cost, the city should average what homeowners currently pay, less at least 10%.

0 Supports

comment...

Reply to kerry kirvida



Bruce Kieffer 20 days ago

This is really hard to comment on since we have no idea what the price would be. What do other cities charge? I pay \$60 a quarter now for a large cart.

0 Supports

comment...

Reply to Bruce Kieffer



Joe Corbett 20 days ago

We pay \$55/quarter for a large cart only. I would expect the city rate to be comparable and offer a-la-carte options like adding/subtracting organics/yard waste as needed. Per other comments, I signed a 4-year contract and would want to make sure the city would phase this program in or pay early termination fees (mine is 6 months, or \$110).

Overall though, this is a great idea and I hope it happens. When we lived in MSP, the city awarded work to the 4 best bidders and divided the city into a grid. Edina has 4 haulers and could easily divide into quadrants using 62 and 100 as natural grid lines.

1 Support

comment...

Reply to Joe Corbett



Greg Arnott 18 days ago

I suggest reviewing the current garbage hauling rates in the City of St. Louis Park to get an idea of what the charges may be in Edina with city-wide hauling. For those who want to keep the organics option, St. Louis Park has it so there is no reason we can't include as an option for Edina residences.

Don't forget the St. Louis Park rates include yard waste which in Edina we pay separately. Also your current hauler may not be billing quarterly so you may not be able to compare the total of your current bill to the St. Louis Park quarterly rates. Then the size of the carts in St. Louis Park may not be the same as your current service so get out your computers and prepare a little spreadsheet.

0 Supports

14 March 2014

Speak Up Edina
c/o Edina City Hall
4801 West 50th Street
Edina MN 55424

To Speak Up Edina personnel:

Regarding the online community discussion site, I am one of those who are computer illiterate, therefore do not have access to the site. Thank you for putting a notice in the West Extra section of the Star Tribune newspaper on Wednesday, March 12.

Put me on record as being against city-organized garbage collection. I dispute the arguments about saving money, reducing damage to streets, and benefitting the environment. Whose money would be saved?

A single hauler would need more trucks to serve those residents left without their chosen hauler. It would reduce the number of trucks, though, from three to one per street. Instead, I'm looking at construction vehicles for tear down/build new home sites. They do far more damage.

What would the environmental benefits be? Everyone is supposed to be going for the environment but where is the list of specific benefits? I'm not against "being green" just the hysteria about it.

Yours truly,

Mrs. Mary Louise Sharp
4225 Crocker Avenue
Edina Minnesota 55416-5011

Re: Garbage hauling

Apparently it is too late to comment on the city website regarding garbage hauling, but I'd like to comment anyway.

Elena has gone through this question at least twice in the past and private hauling was always preferred by the public. There were a limited number of haulers, permitted by the city, to choose from, perhaps six. I agree with the person who noted that municipal hauling always seems to go up in price without any options to fall back on. If anyone remembers, our re-cyclables were to be hauled away free and that lasted for only a year or two and the "oh gee" "we need to charge"!

I just changed haulers about two or three years ago because of price and the fact that the previous hauler kept leaving the lid open - especially on rainy or snowy days! I'm not particularly interested in starting that argument again or begging to have someone walk one car length up my driveway to collect the garbage,

(I am on an alley and my yard and drive tilt"
With a private Chamber I can request
certain specifics with a municipal one
it becomes another new branch of "rules"!
No thanks.

May Martens
4060 Adams Ave.

Jordan Gilgenbach

To: Jennifer Bennerotte
Subject: RE: Organized Solid Waste Collection in Edina

From: Don Krebs <drk62@earthlink.net>
Date: March 31, 2014 at 12:57:17 PM CDT
To: <JBennerotte@EdinaMN.gov>
Subject: Organized Solid Waste Collection in Edina
Reply-To: Don Krebs <drk62@earthlink.net>

I couldn't get on to the SpeakUp site, but felt compelled to put my comments into the Mix. I had previously commented on our neighborhood site and will reiterate those comments here. Please add them in during the City's deliberations.

We live on Naomi Drive. It is street that is one block long between 66th Street and Danen's Drive in Brookview Heights. Every week we have six collection trucks picking up on our block. They include

- + Vierkant Disposal
- + Allied Waste
- + Waste Management
- + Aspen
- + SWS
- + Edina Garbageman

Every other week we have Allied collecting recycling (a great program!). At least two of these trucks go up one side and down the other side on their routes. Collection starts at 7 AM and can continue to 2 PM. All of these company's do a great job, although I am sure that there are complaints now and then.

My career included working for an engineering firm that did collection studies across the country for cites, counties and states. I cannot recall one study over more than 25 years where organized collection did not come out as being cheaper for the customer and the community involved. Considering fuel burned, wear and tear on streets and equipment, safety of citizens (accidents happen) and collection workers (a dangerous field of work anyway), neighborhood cleanliness and environmental factors there is really no other direction to go than toward organized collection.

There are many options within organized collection, but I prefer a system that involves multiple districts within the City with open bidding to pre-qualified, privately run collection firms. Provisions of services to be provided must be established in the bid package along with the method of evaluation to be used for selection. Any bid package should be developed with the ability of collection firms to review and comment before the bid package is approved for bidding.

Finally, I want to wish you the best in your evaluations of organized collection. Everyone (including me) likes their "garbage man" because they almost always do a tough job well. However, the public welfare, use of limited public funds and the overall environment is best served by organizing the City's solid waste collection services.

Jordan Gilgenbach

From: claire lee <craftyclaire55@gmail.com>
Sent: Monday, March 31, 2014 9:00 AM
To: Jordan Gilgenbach
Subject: Re: Speak Up, Edina comments

Jordan,

Here's my comment on the garbage hauling issue. Thanks for helping me out this morning.

I live at the beginning of a long dead end that includes 3 cul-de-sacs. We have at least 6 different garbage hauling companies that come back and forth on our street each week, that doesn't even include the recycling truck. I would love to see some limits set on how many haulers can be traveling our neighborhoods. Maybe the city could contract with 2 vendors (1 green hauler and 1 regular) and give residents a choice of who they would want to contract with. We would still have a choice and it would cut down on the number of haulers. There could be a 2 yr. contract and then reevaluate the service.

Claire Lee

On Mar 31, 2014, at 8:49 AM, Jordan Gilgenbach wrote:

Hi Claire,

If we can't get the online system to work, please feel free to email me your comments directly.

Thanks!

Jordan Gilgenbach, Communications Coordinator

952-826-0396 | Fax 952-826-0389 | Cell 612-363-3564

<image001.gif> jgilgenbach@EdinaMN.gov | www.EdinaMN.gov

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

Jordan Gilgenbach

From: L L ERICKSEN <emmajune4@msn.com>
Sent: Friday, March 14, 2014 4:19 PM
To: Jordan Gilgenbach
Subject: Garbage service

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Jordan,

Thank you for taking my comments this way and not on the Speak Up, Edinal website.

While on one hand I think have a single garbage hauler has a lot of merit, I don't think it is the best solution for people like me.

I do not have garbage service. Since I live alone, I generate one tall kitchen can of garbage every 3-4 weeks. My neighbor has graciously allowed me to use their service when I need it.

I really don't want to pay for way more service than I need or want. While the haulers say they charge by the amount of trash, it assumes you fill at least on large can a week and goes up from there. The system does not encourage people to cut down on the amount of trash they generate.

The single sort recycling provide through the city contract is fantastic. I love it.

One problem I have though is yard and tree waste. The county used to allow you to haul it to their drop off site in the north metro. That has since stopped. I have composted some of it and tagged onto another neighbor, but would prefer the city recycle it as part of the recycling program or provide a drop off site even if there is a fee. I am not sure why the city did not include it in their recycling program.

Thank you very much for your time and consideration.

Laura Ericksen
6037 Wooddale Avenue South

Laura Ericksen >^..^<
EmmaJune4@msn.com

Topic: Organize hauling?

Do you prefer to choose your garbage hauler, or would you prefer the City hold contracts (like recycling) with haulers so only one garbage hauler would be used per zone or City-wide? Why or why not?

I prefer to choose my own garbage hauler. I believe in competition - we're still a free country. Big isn't necessarily good. I believe in a locally own company.

Topic: Pros and Cons of Garbage Hauling

What are your biggest concerns if the City were to move to a City-contracted garbage hauler? What are the benefits of keeping it the way it is?

With one hauler, they totally control everything. I'm very concerned about what you can put out if something doesn't fit in the container. St. Louis Park has one hauler & restricts everything. The cover has to be shut tight or they won't pick it up - nothing extra.

Topic: Cost

The City provides a single recycling hauler, and residents are billed quarterly with their water bills. Would you support a similar payment structure? How much would you be willing to pay per quarter for City-contracted garbage service?

I believe in free enterprise. After having a large company like Allied, it's so nice to work with a locally own company like Vierkant. They care more about us than our the big organizations. If we can't get it to the street, they will come to the house & get it. There isn't any contract. We pay \$54 a qtr. with everything included.

Topic: Organize hauling?

Do you prefer to choose your garbage hauler, or would you prefer the City hold contracts (like recycling) with haulers so only one garbage hauler would be used per zone or City-wide? Why or why not?

CHOOSE OUR OWN! PREFERABLY A MAXIMUM of 3 CO'S in our AREA BECAUSE OF HEIGHT RESTRICTIONS. COMPETITION IS THE NAME OF THE GAME FOR BETTER SERVICE + COMPETITIVE PRICES

Topic: Pros and Cons of Garbage Hauling

What are your biggest concerns if the City were to move to a City-contracted garbage hauler? What are the benefits of keeping it the way it is?

CITY HAULING IN ST. LOUIS PARK IS A CATASTROPHE!!!
NO WAY - COMPETITION IS A MUST IN ANY BUSINESS VENTURE!

Topic: Cost

The City provides a single recycling hauler, and residents are billed quarterly with their water bills. Would you support a similar payment structure? How much do you would be willing to pay per quarter for City-contracted garbage service?

KEEP CITY CONTRACTED, IF ONLY ONE HAULER, OUT OF IT - KEEP PRICE THE SAME PER QUARTER OF \$32.00 FOR EVERYTHING INCLUDED. AND HAVING GREAT SERVICE

Voicemail received from resident. No name or phone number.

Hi, Jordan

I'm a resident of Browndale Avenue, and have been a resident for over 40 years. And I'm just responding to the Speak Up, Edina. I really don't want to type a message, I just want to give my opinions.

I am so against our government, our local government, our national government taking away our choices. We have a right to make choices, and I am totally happy with my garbage company. I've had it for 40 years and I don't want to change my company and I don't want my city to tell me I have to change my company.

It's probably the most dominant hauler within the community here, but I just resent being, our choices being taken away from us. I am so strong on that. So that I hope, I hope that doesn't happen, and I see your asking for people's opinions. Mine is very much against government, or City of Edina telling us who we can choose and who we can't choose.

Thanks you very much for listening. Goodbye.

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Friday, June 26, 2015 9:07 AM
To: James Hovland; Robert Stewart; Kevin Staunton; swensonann1@gmail.com; Mary Brindle
Cc: Scott H. Neal
Subject: Common Sense for Edina - City Manager's presentation to Richfield School board regarding school boundary change

The Edina City Manager made a presentation to the Richfield School board last Monday (June 22) where he made a proposal to change the school boundary between Edina and Richfield public schools (see his presentation video below). Under MN State statute the responsibility of running public schools including school boundary issues is the sole responsibility of Independent school districts. The position of city manager has a MN Statutory job description which does not include anything about making decisions for independent school districts. I would suggest the city manager stay within his job description clearly laid out in MN State statutes and not interfere with the business of the Edina School district. This over reach of responsibility by the Edina city manager will be another campaign issue that will be brought up next year during the Edina city elections.

David Frenkel

City Manager's presentation to Richfield School district - school district boundary change presentation starts at about 22 minutes into presentation

<https://www.youtube.com/watch?v=-xuAVpdMiGQ>

From the Friday Report from Edina City Manager: Richfield School Board

I will make two presentations to the Richfield School Board at its June 22 meeting. The first presentation concerns a proposed small boundary adjustment between the Richfield and Edina school districts in the vicinity of the new 71 France housing development. The second presentation is to share a summary of the many recent and planned economic development projects in the Richfield School District portion of Edina.

<http://us8.campaign-archive2.com/?u=d26a74d1a98d6d3253219b5f2&id=5d5b7a67b1&e=a9b4c42d79>

Minnesota State Statute on Independent School Districts

<https://www.revisor.mn.gov/statutes/?id=123B.02>

Subdivision 1. **Board authority.**

The board must have the general charge of the business of the district, the school houses, and of the interests of the schools thereof. The board's authority to govern, manage, and control the district; to carry out its duties and responsibilities; and to conduct the business of the district includes implied powers in addition to any specific powers granted by the legislature.

Heather Branigin

From: Mayors Innovation Project, Satya Rhodes-Conway
<Mayors_Innovation_Project_Satya_@mail.vresp.com>
Sent: Friday, June 26, 2015 11:29 AM
To: James Hovland
Subject: 7 Weeks Away! Summer Meeting, August 13-15 in Des Moines, IA

[Click to view this email in a browser](#)



7 Weeks Away!
2015 Summer Meeting
August 13 - 15 in Des Moines, IA
[Learn more, view agenda, and register today.](#)

We're just 7 weeks out from our Summer Meeting in Des Moines, IA, and we look forward to [seeing you there!](#) At this Summer's meeting we will talk about the important work Des Moines (and other cities) have done on community policing and racial equity, housing, measuring sustainability, and much more. We're honored to announce that the following Mayors will be joining us in August and presenting on the great work happening in their city:

Mayor Stephen Benjamin
Columbia, SC

Mayor Benjamin, Columbia SC, will be joining us to discuss policing issues, including community policing and departmental reform.



Mayor Betsy Hodges
Minneapolis,

Minneapolis is at the when it comes to Mayor Betsy Hodges how the community environmental, progress. Learn more about the city's indicators [here](#).



MN

national forefront sustainability, and will be presenting on measures its economic and social

We hope you can join us. We know you'll learn a lot, and have a great time too!

Reserve your spot now.

Sincerely,

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. Our semi-annual meetings provide Mayors and their staff with in-depth policy information, cutting edge ideas, and a comfortable place to discuss them with your peers. [Learn more.](#)

Steering Committee

Mayor Tom Bates
Berkeley, CA

Mayor Ralph Becker
Salt Lake City, UT

Mayor Stephen Benjamin
Columbia, SC

Mayor Frank Cownie
Des Moines, IA

Holly Eskridge, Chief of Staff
Charlotte, NC

Mayor George Heartwell
Grand Rapids, MI

Councilmember Mike Kasperzak
Mountain View, CA

Mayor Mark Kleinschmidt
Chapel Hill, NC

Ms. Valarie J. McCall
Chief of Government &
International Affairs
Cleveland, OH

Mayor Marjorie Sloan



Satya Rhodes-Conway

Managing Director
Mayors Innovation Project

PS. If you have any questions, please visit www.mayorsinnovation.org or contact our staff at 608-262-5387 or 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.

Be a part of the conversation on Facebook and Twitter!



Golden, CO

Dr. Joel Rogers
Director, COWS

Mayor Miro Weinberger
Burlington, VT

Mayor Lisa Wong
Fitchburg, MA

Advisory Committee

Dave Cieslewicz
Former Mayor, Madison, WI

Heidi Davison
Former Mayor, Athens, GA

Chris Doherty
Former Mayor, Scranton, PA

Pegeen Hanrahan
Former Mayor, Gainesville, FL

David Pope
Former Mayor, Oak Park, IL

Mayors Innovation Project
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US

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Heather Branigin

From: Karen Boileau <dreamofjoy@earthlink.net>
Sent: Friday, June 26, 2015 11:47 AM
To: James Hovland
Subject: Tourism Ideas - Karen Boileau

1. I have a suggestion to attract tourists to 50th & France as an exciting DESTINATION:

To create a European-style plaza during the months of June, July, and August, close off WEEKEND traffic on 50th on the block between France Ave. and the street just west of D'Amicio's.

This would allow for expanded dining al fresco, open-air dancing, entertainment, music, shopping and food kiosks, etc.

2. And a suggestion for the large area south of the Edina Liquor Store that would HIGHLIGHT the unique appeal that trains hold for all ages:

Create a second story DINING & DANCING DEPOT. On the lower level, tourists and locals could enjoy a Train Museum with imaginative theme-related games and puppet shows.

The complex would be surrounded by an area for mini golf with a train-inspired theme.

Karen Boileau, M.Ed.
5612 Code Ave.
Edina, MN 55436
dreamofjoy@earthlink.net
952-924-0412

Heather Branigin

From: Maher, Maureen A <mmaher1@Fairview.org>
Sent: Friday, June 26, 2015 2:16 PM
To: Trysla, Trudi N; mhogbe1@fairview.com; Beacher, Robert W; Kephart, Kenneth; Herson, Patrick; mlarson@messerliKramer.com; tstoltman@larkinhoffman.com; gchresand@excel.com; phalvor238@gmail.com; Hamel.Mark@dorsey.com; luigi@aurorainvestments.com; smichals@mountdev.com; e.farr@edfarrarch.com; M.Williamson@edfarrach.com; k.rickabaugh@edfarrarch.com; Scott H. Neal; James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com; Chad Millner; Ross Bintner; Cary Teague; Kris Aaker; jill.levorson@encompassgroup.net; kclayson@a-p.com; dherzberg@a-p.com; ssshue@a-p.com; wolson@voa.org; jthorne@voa.org; wisaacson@popearch.com; jschroeder@popearch.com; tpedersen@poparch.com; lmacollins@q.com; kent@cincinnati.com; dick.howard1950@gmail.com; smulhere@aol.com; dpaone01@aol.com; jripley@hallelanhabicht.com; selstads@earthlink.net; thokr@mhscos.com; aaronjohnson@tcomn.com; troysimonson@tcomn.com; kathyfredell@yahoo.com; jonibennett12@comcast.net; Olson, Sue; Chapa, Mary E
Subject: RE: Aurora on France Ground Breaking Celebration on Tuesday Morning, June 30th

Good Afternoon-

If you have not had the opportunity to RSVP for the Aurora on France Ground Breaking Celebration, please email Maureen Maher at mmaher1@fairview.org...thank you.

Event Location:
6500 France Avenue South in Edina

Please arrive by 9:00 a.m.

Follow France Avenue to W 65th Street. Head west on W 65th Street and park in the Fairview Southdale ramp. The entrance to the ramp is located on the right hand side of the road across from the building construction site. The event program will be held underneath the tents located on the right hand side of the road, to the left of the parking ramp (right next to Twin Cities Orthopedics and across the street from Cornelia Place Apartments.

We hope you are able to join us as we launch this incredible senior living community!

The information transmitted in this e-mail is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material, including 'protected health information'. If you are not the intended recipient, you are hereby notified that any review, retransmission, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this communication in error, please destroy and delete this message from any computer and contact us immediately by return e-mail.

Heather Branigin

From: Ashford, Shelisa - SLashford <slashford@aarp.org>
Sent: Friday, June 26, 2015 2:42 PM
To: Ashford, Shelisa - SLashford
Subject: Join Life Reimagined for a Special PBS Event
Attachments: LR_25367_LR-PBS Event-Invite_f.r4.pdf

Life Reimagined
-AARP Real Possibilities

tpt  **NATIONAL PRODUCTIONS**
SAINT PAUL | MINNEAPOLIS

YOU ARE
INVITED

To Attend a PBS Special Taping of

"Living with Purpose"
featuring Richard Leider

Wednesday, July 8, 2015 • 6:30 p.m.

The History Theatre

30 East 10th Street • St. Paul, MN 55101



www.historytheatre.org

Join us for an evening of inspiration, wisdom and passionate storytelling. As a part of the select studio audience, you'll get a sneak peak at the filming of the upcoming national PBS special featuring Richard Leider, best-selling author of *The Power of Purpose*, *Righting Your Wrongs*, and *Life Reimagined*.



Following the taping, we invite you to attend an exclusive VIP reception with Richard Leider himself.



Support the Life Reimagined
Event Series

 **UnitedHealthcare**

 **OPTUM**

Life Reimagined
AARP Real Possibilities



NATIONAL PRODUCTIONS
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Support for Life Reimagined
is provided by



RSVP to Shelisa Ashford by July 2nd at slashford@aarp.org
or (202) 434-2243.



Parking only at 7A Municipal Ramp at 13 West Exchange Street, St. Paul, MN 55102 will be reimbursed.

This ramp is connected by skyway to the History Theatre.
Request parking voucher at the theatre prior to the performance.

www.historytheatre.com

Living with Purpose featuring Richard Leider (w.t.) is a production of Twin Cities Public Television (TPT), and is made possible in part by support from PBS.

Deb Mangen

From: Scott H. Neal
Sent: Monday, June 29, 2015 8:34 AM
To: 'Common Sense Edina'; James Hovland; Robert Stewart; Kevin Staunton; swensonann1@gmail.com; Mary Brindle
Subject: RE: Common Sense for Edina - City Manager's presentation to Richfield School board regarding school boundary change

Mr. Frenkel –

I spoke to the Richfield School Board, at the invitation of their Superintendent, on a matter of mutual concern. That matter is the district boundary line that runs through the middle of two newly constructed residential buildings at 71 France. If the boundary issue remains unchanged, it will complicate the lives of these new residents when it comes to issues such as voting and the new property owner when it comes to assessing the building for tax valuation.

I have been invited to make a similar presentation to the Edina School Board by their Superintendent on the same issue. There is nothing illegal, improper or inappropriate about what I am doing on this matter. If you would like to discuss the matter with me directly, I'd be happy to meet with you at a time and place of mutual convenience.

Regards,



Scott H. Neal, City Manager

952-826-0401 | Fax 952-826-0390

sneal@EdinaMN.gov | www.EdinaMN.gov

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

Read my [blog](#) or follow me on [Twitter](#).

From: Common Sense Edina [<mailto:commonsenseforedina@gmail.com>]

Sent: Friday, June 26, 2015 9:07 AM

To: James Hovland; Robert Stewart; Kevin Staunton; swensonann1@gmail.com; Mary Brindle

Cc: Scott H. Neal

Subject: Common Sense for Edina - City Manager's presentation to Richfield School board regarding school boundary change

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David Frenkel

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<http://us8.campaign-archive2.com/?u=d26a74d1a98d6d3253219b5f2&id=5d5b7a67b1&e=a9b4c42d79>

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MALKERSON GUNN MARTIN LLP

1900 U.S. BANK PLAZA SOUTH TOWER
220 SOUTH SIXTH STREET
MINNEAPOLIS, MINNESOTA 55402
TELEPHONE 612-344-1111
FACSIMILE 612-344-1414

Bruce D. Malkerson
Direct Dial No. 612.344.1699
Email: bruce.malkerson@mgmlp.com

June 30, 2015

Members of Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Members of Southwest LRT Corridor Management Committee

RE: Additional Reasons Why the Proposed Southwest Light Rail Transit Line
Should Not Be Extended to the West of I-494 at This Time

Dear Honorable Members of the Metropolitan Council and the Southwest LRT Corridor
Management Committee:

The undersigned represents Redstone American Grill, Inc., (“Redstone”) which owns and operates the Redstone restaurant at 8000 Eden Road, City of Eden Prairie. The restaurant is adjacent to Lake Idlewild and a public trail system around the lake that is used by the patrons of Redstone (and many others) as shown on Exhibit 1.

The Metropolitan Council’s SWLRT Project Office is completing a Supplemental Draft Environmental Impact Statement (“SDEIS”) which was to address omissions and problems in the initial Draft Environmental Impact Statement for some additional alternatives that are now being considered. As we are all aware, the SWLRT project is substantially over budget, and the Metropolitan Council is looking for ways to scale back the project so that it can be built at an acceptable cost. We believe there are a number of good reasons, which have been articulated by others, as to why the SWLRT line should stop at the Golden Triangle Station and should not be extended beyond I-494 at this time. By not extending the SWLRT line beyond the Golden Triangle Station, the Metropolitan Council will save all of the costs of extending the line further west, including the costs of constructing a bridge over I-494 and the costs of acquiring through condemnation the numerous properties that must be acquired if the line is to be extended beyond the Golden Triangle Station. Because we have not retained experts to analyze the construction costs that others have provided to you relating to extending the SWLRT line beyond the Golden Triangle Station, we will only note that it is very rare for the construction of this type and size of a project to come within the budget (including the contingency amounts established) that was

approved for the project when the project was first ordered even though those costs may have been analyzed many times.

We can speak with more experience as to our belief that the costs of acquisition, as estimated by the consultants for the condemning authority, in such projects are always substantially below the final cost of such acquisitions. Consultants for the condemning authority virtually never understand the impact of a total condemnation of a property and a business, or the cost to relocate the business, or the impact in partial condemnation cases on the value of the property taken and the consultants never understand the full extent of the severance damages to the remaining property and business. We believe you should plan that those estimated costs could be double or triple what your consultants say those costs will be. As you work to scale back this project to bring it within acceptable cost limits, you should also increase the estimated costs for condemnation and land acquisition and business relocation to make them more realistic than the current estimates are.

In addition to the above reasons for not extending the SWLRT line beyond I-494 at this time is the fact that the DEIS has failed to address important environmental considerations relating to that portion of the line. On behalf of Redstone, we have retained Westwood Surveying and Engineering, P.C. ("Westwood"), which has studied the SDEIS and has provided the preliminary comments in a memo dated June 30, 2015 that is enclosed with this letter. As can be seen, some of the problems relate to the following:

- a. The noise impacts of the SWLRT project as currently designed will destroy the natural quietude of the Redstone property and its surroundings.
- b. The current SWLRT project design does not account for, or even acknowledge, the severe adverse impact that the project will have upon the public trail that is adjacent to Lake Idlewild and is identified in the 2013 Trail Plan of the City of Eden Prairie.
- c. The current SWLRT project design does not account for, or even acknowledge, the severe adverse impact that the project will have upon the future public park planned for the area to the west of Lake Idlewild and identified in City's 2030 Comprehensive Guide Plan.
- d. The current SWLRT project design would cause significant problems for both customers and management of the Redstone restaurant.

Due to the substantial adverse impact on the natural resources on and adjacent to the Redstone property, Redstone has authorized us to bring a Minnesota Environmental Rights Action (“MERA”), Minn. Stat. § 116B.01, et seq., against this project in the event that it extends beyond I-494. Such an extension of the project would adversely impact, among other natural resources, Lake Idlewild, the existing public trail system around Lake Idlewild, and the natural beauty and quietude of the Redstone property and its immediate surroundings.

As you may know, MERA creates a cause of action to “protect, preserve, and enhance” the “natural resources of the State.” *State v. Minneapolis Park & Rec. Bd.*, 673 N.W.2d 169, 174 (Minn. Ct. App. 2004), citing Minn. Stat. § 116B.02, subd. 4. Historic, scenic, aesthetic resources and “quietude” are included within the definition of “natural” resources. In order to establish a prima facie MERA claim, the claimant must first show the existence of a protectable resource. *Id.*, citing *State v. Erickson*, 285 N.W.2d 84, 87 (Minn. 1979). The claimant must then show that the proposed project may inflict a material adverse effect on the protectable resource. *Id.*, at 175, citing *Minn. Public Interest Research Group v. White Bear Rod & Gun Club*, 257 N.W.2d 762, 768 (Minn. 1977). If the project proposer is unable to rebut the claimant’s prima facie MERA case, it may show by way of an affirmative defense that there is “no feasible and prudent alternative and the conduct at issue is consistent with and reasonably required for promotion of the public health, safety, and welfare....” *State v. County of Blue Earth*, 563 N.W.2d 260, 264 (Minn. 1997), citing Minn. Stat. § 116B.04.

Here, the scenic and recreational attributes of the Redstone property and its immediate surroundings plainly constitute a “natural resource” as defined by MERA. Moreover, there is no question but that the SWLRT project as currently designed will inflict a material adverse effect on these natural resources for the reasons identified and described in the memo prepared by Westwood and submitted with this letter. Accordingly, Redstone will be able to successfully establish a prima facie MERA case against the SWLRT, and the Metropolitan Council must then try to establish that “no feasible and prudent alternative” to the current SWLRT route exists. It is apparent that the Metropolitan Council will be unable to establish this, however, since, for example, the Metropolitan Council is now considering as an alternative a SWLRT route that would terminate at the Golden Triangle Station without extending beyond I-494. Such a route is certainly feasible, and is particularly “prudent” in light of the intense budget constraints that currently afflict the SWLRT project. Thus, it seems highly unlikely that the Metropolitan Council could prevail in a MERA case under these circumstances.

As the Metropolitan Council is surely aware from the two pending lawsuits concerning the SWLRT project, potential liability under MERA is not the only legal deficiency from which the SWLRT project design suffers. In addition to the avoidable and adverse impacts of the SWLRT project on the MERA-protected natural resources that surround the Redstone property, the Metropolitan Council also failed to properly account for the public trail system around Lake

Members of Metropolitan Council
Members of Southwest LRT Corridor Management Committee
June 30, 2015
Page 4

Idlewild in the SWLRT planning and design process, as required by Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303(c). There is already a pending lawsuit against the Metropolitan Council arising from a similar deficiency in the Metropolitan Council's planning process relating to another segment of the SWLRT route. See *Opus Woods Conservation Association, et al, v. Metropolitan Council*, 15-CV-01637 (D. Minn.). Redstone has authorized us to assert similar claims against the Metropolitan Council on behalf of Redstone in the event the SWLRT line is extended beyond I-494 to the Redstone property.

Although the environmental review process for the SWLRT project is still underway, the Metropolitan Council has also thus far failed in its obligation under the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321, et seq., to properly consider the significant environmental effects of the SWLRT project. The Metropolitan Council's failure to do so concerning other segments of the SWLRT route is one of the bases of the *Opus Woods Conservation Association* lawsuit referenced above. It is also one of the bases of the other pending federal court SWLRT-related lawsuit against the SWLRT. See *Lakes and Parks Alliance of Minneapolis v. Federal Transit Administration ("FTA"), Metropolitan Council*, 14-CV-03391 (D. Minn.). Redstone has authorized us to assert similar claims against the Metropolitan Council on behalf of Redstone.

By modifying the currently proposed SWLRT route so that it terminates at the Golden Triangle Station, the Metropolitan Council can meet the budgetary challenges that the SWLRT project has encountered while at the same time avoiding the severe impacts on protected natural resources and avoiding the severe economic impacts of the currently proposed SWLRT route upon Redstone and similarly situated businesses in Eden Prairie. We therefore urge that the Metropolitan Council take the necessary action to modify the SWLRT route in this way by not extending it across I-494 as it is currently planned.

Very truly yours,

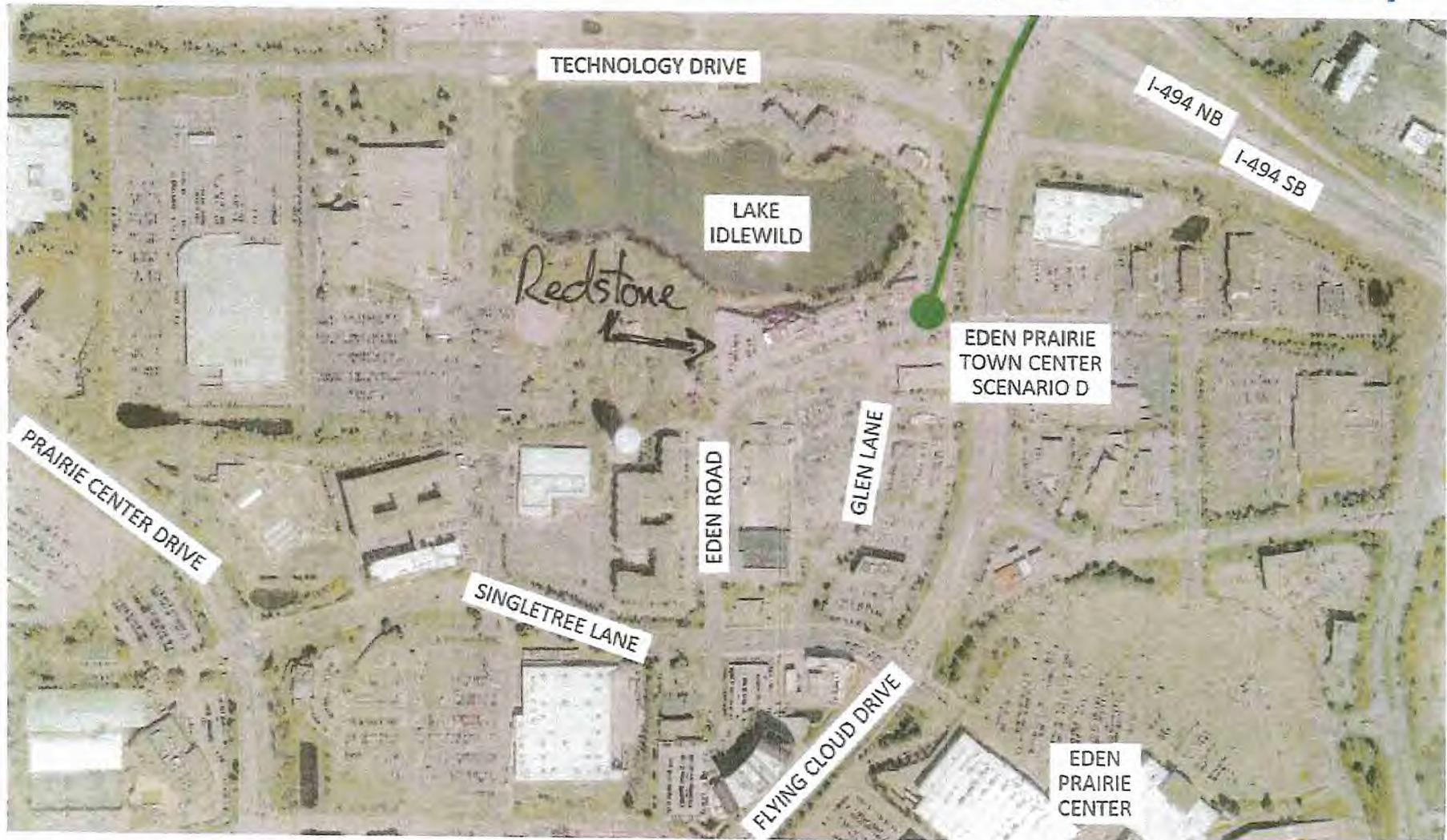


Bruce D. Malkerson


Bradley J. Gunn

c: Governor Mark Dayton (Via Facsimile)
Mayor and City Council, City of Eden Prairie (allcouncil@edenprairie.org)

D: End at Town Center Station (Flying Cloud)



EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS



MEMO

Date: June 30, 2015

From: Tom Goodrum, Senior Planner

To: Craig Oberlander, Redstone American Grill, Inc.
Bruce Malkerson, Attorney at Law
Bradley Gunn, Attorney at Law

RE: Town Center Station Re-location Options, Eden Prairie Segment

As I am preparing our comments regarding the SDEIS of the Eden Prairie Segment (west of Highway 494) for Redstone America Grill, Inc. there is a second concurrent conversation occurring on cost savings for the SWLRT line. While the SDEIS contains significant problems for the Redstone Restaurant located at 8000 Eden Road, Eden Prairie, which we will address during the review period, the immediate concern is the potential re-location or deferring of the Town Center Station. At this time it is my understanding that the SWLRT Project Office is considering the options of possibly re-locating the Town Center Station closer to the Redstone Restaurant (either to the east or directly in front of the property) or deferring the Station and ending the SWLRT line at the Golden Triangle Station east of Highway 494.

Redstone Restaurant is negatively impacted with the proposed SWLRT line, but moving the Town Center Station in front of the property as now being considered would be a much greater adverse impact to Redstone and their patrons. If the decision is to extend the line across Highway 494 then the line should stop at the site immediately to the east of the Redstone Restaurant.

The negative impacts that I have noted during my review of the SDEIS that support our concerns are as follows:

Public Trails Around Lake Idlewild The SDEIS does not recognize the public trail that exists along Lake Idlewild. This trail is noted in the City's 2013 Trail Plan and should be analyzed in the document. Although it may not qualify for 4(f) designation, it does qualify as public open space and a noise sensitive area. Adding a station would further increase the impacts on people enjoying the trail due to the added noise and visual impacts.

Future Town Center Park, west of Lake Idlewild In addition, the SDEIS does not identify that the City's 2030 Comprehensive Plan shows a future public park west of Lake Idlewild. Since a future public park is proposed for this area, it should be analyzed in the SDEIS with added studies of how the proposed LRT would impact the public enjoyment of that park. The added noise, including bells and horns, plus the visual impacts should be addressed for this park in a similar fashion as was done for Purgatory Park in the SDEIS study.

Pedestrian/Vehicle Safety With the Town Center Station proposed as a pedestrian friendly station and the local businesses continuing to need to serve vehicle supported patrons, there will be many people mixed with the vehicles in the area. There are several roads converging at this juncture and the location of a station will only increase the frequency of potential accidents.

Noise impact at Redstone There are three (3) at grade crossings plus the proposed station near Redstone (Flying Cloud Drive, Glen Lane, Eden Road) where bells will be sounded by the train at each crossing gate for 5 seconds and when entering/exiting the station plus each gate will ring bells for 20 second intervals when a train approaches. There may also be the use of the train's horn just east of the property. With trains passing/or stopping every 10 minutes, there would be a very limited amount of time when patrons would enjoy quiet dining, especially at the outdoor seating over-looking Lake Idlewild.

Access to Redstone The trains will be crossing/stopping in front of the restaurant's two-accesses every 10 minutes. It is not shown in the SDEIS that if a train stops at either Glen Lane or Eden Road would the train be blocking Redstone accesses. If it does, it will limit the ability of customers to enter or exit the site. If a Station is placed in front of Redstone, there would be a greater impact.

Cost of Project Per the June 25th Project Office power point to the Met Council, ending the line at Town Center narrowly achieves the 341 million cost savings needed. The deferring of the Town Center Station would substantially reduce the cost of the project when you factor in the cost of building a bridge over Highway 494 and the added road improvements and rail construction between Golden Triangle Station and Town Center Station. The cost savings from deferring the Town Center Station would allow the reduction of cost cuts otherwise needed in other significant areas of the project.

Although there are many other impacts that Redstone will be commenting on as part of the SDEIS review, the consequence of relocating Town Center Station in front of Redstone does require our immediate attention. The deferring of the Town Center Station or placing the Station to the east and ending the line to the east would eliminate the many concerns that significantly impact the Redstone Restaurant and adversely impact the natural resources of the area.

When did the city of edina relocate to the end of the MSP airport runways?

I live in edina, highway 100 + 62 crosstown area, every single day i awake between 5am-7am from loud airplanes taking off over our neighborhood, every day! and then following that wake-up its 18 straight hours of planes taking off over our city, one right after the other.

Its all the neighbors talk about. We all have plans to move. We cant take the constant barrage of airplanes taking off, the sound is so bothersome that living here in edina is not an option. I have lived here 50 years and wasnt bothered by plane noise at all, until now.

The airport was built so planes could take off over a large inhabital area called the Mimesota river valley. That is not the case anymore, now planes take off right over 50.mpls and edina where tens of thousands of people live, right over our neighborhood.

Life in edina now is constant airplane take-off noise.

You visit someone in fairview southdale hospital, air plane noise.

You go to countryside or normanville park, airplane noise.

You go to the library, airplane noise. you go to edinburgh park airplane

You go to southdale, airplane noise.

How could you let this happen!

Steve Rutherford
not for long resident

I estimate over 20,000 planes a year fly over this neighborhood. What's going to happen when an engine fails.

Deb Mangen

From: Daniel Schleck <DSchleck@hallelanhabicht.com>
Sent: Wednesday, July 01, 2015 4:00 PM
To: David Fisher; Scott H. Neal; James Hovland
Cc: rob@capstonelawmn.com; calvinjohnsonii3@gmail.com; melanie_johnson@comcast.net
Subject: RE: 4220 Alden Dr
Attachments: image.jpeg; Video.mov; image.jpeg

Mr. Fisher –

Thank you for your email. Can you please share a copy of this letter with me? Let me know if I need to make a formal data practices request.

Additionally, we are requesting that you immediately make an inspection of the Property in question and stop all work because the builder violated your initial order from last week by: i) expanding the work conducted beyond the construction of the shoring wall; ii) by trespassing onto my client's property without an agreement or an easement; and iii) continuing to trespass onto my clients' property with the improperly placed boulder wall.

The retaining wall is being built across the property line on my client's property without any easement, this does not comply with Edina City ordinances, particularly Ordinances 10-110(3) and 10-112. My clients' revoked any access to our property because of TC Homebuilders continued violations of its promises. The property line was marked by TC Homebuilders' own surveyor and they continue to trespass and the City must stop it. See the attached photos.

Please let me know what you are doing about this issue.

My clients' will protect their property rights by utilizing the equitable power of the courts. If the builder is allowed to continue he will try to finish quickly and move on and make it the homeowners problem after he leaves. The City must act now.



Daniel Schleck
Halleland Habicht PA
dschleck@hallelanhabicht.com
612-836-5531
Download Dan's [VCARD](#)

From: David Fisher [<mailto:DFisher@EdinaMN.gov>]
Sent: Wednesday, July 01, 2015 11:02 AM
To: Daniel Schleck
Cc: tony@tchomebuildersinc.com
Subject: 4220 Alden Dr

Mr. Schleck,

I received a letter from a MN Registered P.E. this morning, inspected it the work per the letter, called the P.E. and I lifted the stop work order.

Just an FYI.



David Fisher, Chief Building Official

952-826-0450 | Fax 952-826-0389

DFisher@EdinaMN.gov | www.EdinaMN.gov

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July 1, 2015

To: The Edina City Council

From: Stephanie Mullaney
Chair, Public Grandview

Subject: **Why is the City Council Against Fitness and Recreation for our Community?**

This packet is a response to the June 17 Edina City Council meeting with respect to the presentation of the proposed Parks Board Strategic Plan. I respectfully request that you review this information **before making any decisions about modifying the proposed plan to fit your current plans for Grandview.**

The packet addresses two main areas:

1. Comments about the **meeting**, plan **recommendations** and how the strategic plan affects the current **Grandview** process.
2. The strategic plan's **underlying data**. The documents within the packet summarize the information in the first 6 sections of the proposed strategic plan.

The following documents are provided in conjunction with items 1 and 2, above:

- Observations related to June 17 Council meeting (Item 1)
- Strategic plan observations and implementation comments (Item 1)
- Where is the Edina City Council Going with Grandview and WHY? (Item 1)

- *Should We Build a Community Center? (Item 2)*
Let's Look at the Underlying Data from the Strategic Plan
A matrix of the underlying data in the proposed strategic plan
- *Should We Build a Community Center? (Item 2)*
Let's Look at the Edina Parks and Recreation Vision and Mission
Vision, mission, guiding principles, purpose of strategic plan and why the plan is important
- *Should We Build a Community Center? (Item 2)*
Let's Look at the Strategic Plan Recommendations
Recommendations or key findings in the plan
- *Should We Build a Community Center? (Item 2)*
Let's Look at a Summary of Issues in the Strategic Plan
Key points in the plan in a summary format

Thank you for your consideration.
Stephanie Mullaney

OBSERVATIONS ON THE JUNE 17 CITY COUNCIL MEETING

- The strategic plan was received well with the exception of the section that proposes building a community recreation and fitness center.
- It appeared that certain Council members' purpose was to discredit the recreation and fitness information presented by Confluence. The recreation and fitness section does not fit this Council's vision and the plans you have for Grandview.
- Mayor Hovland stated that the underlying data needs to be examined and that the data most likely won't support building a recreation center.
- At least one member had not read the presentation.
- The only issue in the Plan that was refuted or questioned was the community fitness/rec center.
- Questions were asked that reflected a lack of knowledge about the Community Needs Assessment that was completed in November 2014.
- Questions were asked reflecting that members did not understand the difference between the Community Needs Assessment and the benchmark studies.

In making a decision about a community recreation/fitness center (i.e. community center), the report took the following into consideration:

- What the public wants
- How Edina rates with respect to its peers
- The national trends and facts
- Edina's trends and facts

If Edina wishes to compete as a premiere community, the decision to build a community center should be based on the above criteria, not whether a community center fits into the Council's personal visions and plans for Grandview.

As a resident who is paying close attention to the Grandview process, I am concerned that the Council will update the proposed strategic plan to remove the community center – not based on data, or what the community wants or needs, but rather, on the Council member's personal preferences and relationships with developers.

STRATEGIC PLAN OBSERVATIONS AND IMPLEMENTATION COMMENTS

The following issues should be considered with respect to implementation of the Strategic Plan.

- There are references to beefing up **Edinborough** to act as a community center. Edinborough is not a good location for a community center for the following reasons:
 - Location – it is not centrally located and is not easily accessible.
 - Location - it is near the YMCA – and it would be “competing” with private enterprise – exactly what the Council has stated they don’t want to do. If the Council intends to upgrade recreation in Edinborough, and have the YMCA manage or run the facility, they do not understand the concept of a community-owned and based recreation center (see below).
 - Location – the majority of recreation capital expenditures have been invested south of Highway 62. Note the recent and upcoming Braemar dome and golf improvements at about \$20M. A community center at Grandview would help with the lack of geographical equity that was pointed out in the study.
 - Location: Edinborough is located in an area that does not have a concentration of young families. If the intention is to make the facility multi-generational, this location makes little sense.
 - It is an unwelcoming building – not a modern fitness facility that recreation and fitness users expect.

- In contrast, Grandview is an ideal site for a community center:
 - 25 of Edina's 43 neighborhoods are north of Crosstown.
 - The neighborhoods with the best balance of residents that the Strategic Plan targets for a community center (youth and seniors over 55) are north of Crosstown.
 - The most neighborhoods with population aged 0 to 14 are north of Crosstown: 15 of the 21 neighborhoods at or above the median. Expressed another way, 15 of 21 neighborhoods with the most children ages 0-14 are north of Crosstown.
 - Neighborhoods with the most residents over 55 are evenly split (10 neighborhoods are north of Crosstown, 10 are south)

Strategic Plan Observations and Implementation, continued

- The chosen **benchmark communities** are not a good selection of peer communities. Cities such as Eden Prairie, Minnetonka and St. Louis Park are more similar to Edina than Plymouth and Maple Grove. That being said, Edina is seriously lagging behind the selected benchmark communities with respect to a community center.
- There have been repeated comments by the Council that all the data, meetings and social media input about Grandview are a reflection of the **same small group** of Edina residents, over and over again. **This strategic plan dispels that notion.** No members of Public Grandview or Citizens for a Better Grandview were part of the focus groups or the Community Needs Assessment.
- **Partnerships?**

With regard to seeking additional partnerships (p 45), where is the data to support this proposition? **There is no evidence that the community wants their parks and recreation run by for-profit or non-profit partners.**

In my previous document, *A True Community Center* (see <http://bit.ly/1FuTlPd> - page 11), there is comparison of the traits of a public recreation/fitness center versus a private for-profit center.

The **community** should run a **community center**.

A local example, Minnetonka's Williston facility, rejected outside partners due to their non-alignment with the community's goals and objectives. For example, one of the city's goals was for Minnetonka to be a good place for families. Because Williston is a city-managed facility, it aligned its building and programming to cater to families; as a result, family memberships grew from 25% to 50% of the total membership in a community whose demographics are very close to Edina's.

Examine how closely Minnetonka's demographics align with Edina's in 2010 census data:

	Minnetonka	Edina
Total population 2010	49,734	47,941
Percentage under 5 yrs.	5.4%	4.9%
Percentage under 18 yrs.	20.8%	24.2%
Percentage 65 yrs. and over	16.7%	20.7%

▪ **Transportation?**



In the strategic plan on page 121, *Proposed Trail Network*, there is no trail near or connected to Grandview in the parks' network. According to the Framework, Grandview's vision included a multi-modal transportation site - including a transportation hub that was bike-able.

▪ **Programming?**

The proposed strategic plan has strong recommendations with respect to recreational and fitness programming and facilities for Edina.

How do those recommendations sync with the current Grandview planning?

- Where is the data to support the current Grandview plans for a performing arts center? The current programming plans call for items that the Council favors personally, not based on data. Performing arts centers lose money. There is no market failure for performing arts centers – there are centers in nearby communities (that are losing money).
- Page 62 of the Plan states that Edina is not lagging behind other communities for performing arts:

This comparison is significant due to the development taking place at Grandview, and general perception among residents that there is not enough performing arts spaces currently available in the City of Edina. Based on the table below, Edina is on par among benchmark agencies for performing/visual arts centers.

- The Council has stated they don't want to lose money on a fitness center. The Edina Art Center loses money each year and has an attendance number of roughly 4500 visits. The Minnetonka Art Center, a focused, well-run center gets about 10,000 visits per year. Typical community centers have attendance rates in the hundreds of thousands.

- What **specific** programming does the Council intend on putting in the multi-generational space? What types of activities are shared by generations *beyond fitness that occur on a daily basis?*

*These popular activities (walking, running, jogging, etc.) also have appeal because of their **social advantages**. For example, although fitness activities are mainly self-directed, people enjoy walking and biking with other individuals because it can offer a degree of camaraderie. (page 66)*

- Flex space calls for scheduled activities, which are not congruent with the **current national trends:**

Because of the pressures on time, people are seeking activities and infrastructure that are close to home and easily accommodated in their typical schedules. (page 23)

- A local architect characterized flex space as designed as a *catchall for everything and therefore, usable for nothing.*

WHERE IS EDINA CITY COUNCIL GOING WITH GRANDVIEW AND WHY?

The proposed Parks Strategic plan reflects what Citizens for a Better Grandview has said for years and what Public Grandview ascertained recently. Edina lacks a community fitness and recreation facility that **the public wants** and that **the Edina of the future needs**.

- Public Grandview's assertions are supported **by data and facts**.
- The Council's assertions are not supported by data and appear to be **influenced by personal preferences and relationships with developers**.

Maybe we are out of step, out of harmony with the community because they think this is really the way we ought to be going. I am not convinced of that.

I am not convinced of that. We have all heard this the last 2 or 3 years.

- Mayor Hovland speaking of community center – June 17 meeting

What has the council heard?

Where is the data about what they have heard?

What data supports the current programming approach?

In the course of my work on Public Grandview, I have never received any data that supports the various claims of the Council concerning feedback that citizens want to sell Grandview and privatize it.

On the contrary, Public Grandview has supplied the Council with hundreds of pages of documents that contain data showing public support for a new community center.

The proposed strategic plan is additional evidence supporting Public Grandview's assertions:

2. PROVIDE A MULTI-GENERATIONAL COMMUNITY CENTER THAT IS ALL-INCLUSIVE.

A community center need was identified in the community survey and the Level of Service Analysis. A facility of this type would fill multiple needs including the creation of community meeting and gathering spaces, provide a space for the multiple generations and their ability to interact, and supporting recreation activities and users that are currently under-served. The City will need to study the programmatic, spatial, and amenity requirements of the facility. The Grandview site has been identified as a potential location for this facility and would provide a much needed community gathering facility north of Highway 62.

(page 224)

Should we Build a Community Center? Let's Look at Underlying Data from the Strategic Plan

Public Input	Benchmarking	National Trends	Edina Trends
<p>NOTE: Includes focus groups, community workshop and community survey P 9</p>	<p>Edina is leader in park acreage per resident, in providing ice sheet facilities. P 10</p>	<p>ACTIVE LIVING: National obesity trends are shifting as the general public becomes more educated and is engaging in active lifestyles throughout all age groups. Health insurance providers and health care workers are actively educating the public in the benefits of active lifestyles, and health and recreation centers are seeing increased memberships and use. As a result, the general public is demanding facilities and programs that support healthier lifestyles. P 23</p>	<p>... the Department should expect residents to participate in fitness activities at a much higher rate than the national average. This would indicate that the Department should offer a wide variety of fitness programming, with a willingness to introduce innovative and trending activities. P 10</p>
<p>Indoor fitness facility is desired by community including walking and jogging track and indoor pool. P 9/10</p>	<p>Edina lags behind other benchmark communities in indoor recreation space. P 10</p>	<p>Walking, running, and biking are becoming more popular as both recreation activities and methods of transportation. These methods of transportation require necessary infrastructure that has historically not been a priority in this first ring suburb. Supporting these individuals with appropriate infrastructure is a key function of EPRD and can go a long way toward building a healthier community. P 23</p>	<p>From an infrastructure standpoint, EPRD should look to provide facilities that accommodate and encourage this socialization, which corresponds to many other initiatives in the City that strive to further building community. P 11</p>
<p>Community engagement for this project was carefully planned in order to accurately capture all major community needs and included conducting focus groups, public workshops, a statistically-valid community survey. P 42</p>	<p>EDINA TODAY: However, if Edina is to become recognized as one of the best park systems in the State, there are some things to address in the present, And trends that will need to be addressed in the future. Edina is lagging behind other communities in some key areas including indoor community/ recreation space, a comprehensive trail system, and number and variety of aquatic facilities. P 40</p>	<p>Because of the pressures on time, people are seeking activities and infrastructure that are close to home and easily accommodated in their typical schedules. Unstructured participation activities that meet busy schedules and allow them to engage with their family, friends, and community are highly desired. This will require a flexible park system with facilities and programs that include options that fit multiple needs. P 23</p>	<p>ACTIVE AGING: Edina has a growing population over the age of 55. In 2014 nearly 35% of the population is above age 55 and that number is projected to be approximately 45% by 2019. Many individuals in an aging population are seeking changes in lifestyle to reflect their lack of child-care responsibilities, reduced work loads, and expanded recreational, educational, and cultural interests. P 21</p>
<p>Focus group participants mentioned the following amenities or services are in short supply or missing:</p> <ul style="list-style-type: none"> . Recreation / community centers . Gymnasium space . ADA accessibility and inclusive design for parks/facilities . Fitness centers and programming . Multi-generational programming <p>P 44</p>	<p>EDINA TOMORROW: Edina is aging at a notable pace and the City's current recreation infrastructure and programs are not geared toward this aging population. Changes and adaptations will be necessary to address this issue. A comprehensive multi-use trail network and indoor community/ recreation space are potential priority projects that could help the City address these gaps in the present and future. P 40</p>	<p>The most popular activity for Americans over 45 is exercise walking. It will be important to ensure that aging citizens of Edina have access to amenities that fit their needs. P 33</p>	<p>VIBRANT YOUTH: While current sports associations are excellent at teaching important active lifestyle lessons, diversifying the activities and supporting a broader range of interests will attract a larger youth population that may be underserved by traditional parks and recreation facilities and activities. P21</p>

Public Input	Benchmarking	National Trends	Edina Trends
<p>The perception is that the majority of Edina's parks and facilities are dominated by organized youth sports. Residents would like more spaces within the parks that incorporate arts and culture, passive recreation, and community. P 44</p>	<p>Using data from the Community Profile Analysis, combined with analysis found throughout the Strategic Plan will help EPRD create a new level of excellence for the City that will likely allow recognition from the Commission for Accreditation of Park and Recreation Agencies (CAPRA). P 40</p>	<p>TRENDS: MOST POPULAR SPORT AND REC ACTIVITIES: Fitness walking, running/jogging, treadmill. MOST PARTICIPATED IN TEAM SPORTS: Basketball, tennis, baseball. P 66</p>	<p>ACCESSIBILITY FOR ALL: Lower mobility, aging populations will greatly benefit from an approach that emphasizes accessibility for all, and will allow the EPRD to provide health and wellness opportunities to all of Edina's residents. P22</p>
<p>COMMUNITY WORKSHOP Descriptive words: - common descriptions for the future included: all ages, multi-purpose, community center. p47</p>	<p>Edina Parks & Rec Department (EPRD) is not accredited by CAPRA and has never won an NRPA Gold Medal award. P 54</p>	<p>Most popular fitness walking, treadmill, running/jogging, free weights, bicycling. Most of these activities appeal to both young and old alike, can be done in most environments, are enjoyed regardless of level of skill, and have minimal economic barriers to entry. These popular activities also have appeal because of their social advantages. For example, although fitness activities are mainly self-directed, people enjoy walking and biking with other individuals because it can offer a degree of camaraderie. P 66</p>	<p>There are two prominent features from the demographic analysis for the Department to focus on for the future: the aging trend and the elevated earnings of the service area. The local trends are also very promising, as the city's residents demonstrate high market potential index figures for many of the activities related to parks and recreation. P 38</p>
<p>COMMUNITY WORKSHOP Weaknesses: There is not enough emphasis on ADULT recreation, and there is a too much focus on youth athletics. P 48</p>	<p>Edina ranks near the top in terms of operating expense per resident. P 56</p>	<p>From a traditional team sport standpoint, basketball ranks highest among all sports, with nearly 24 million people reportedly participating in 2013. P 67</p>	<p>The senior population represents the largest age segment and is growing at a rapid rate. The Department must ensure that it is in tune with the needs and interests of the 55+ group by offering a variety of quality programs and facilities that cater to the senior crowd, while still adequately serving the youth and adult segments. P 38</p>
<p>COMMUNITY WORKSHOP Threats: Changing demographics, dismissal of public opinion for private benefit. P 49</p>	<p>EPRD is a benchmark leader in revenue generation and cost recovery. P 56</p>	<p>National participatory trends in general fitness have experienced some strong growth in recent years. Many of these activities have become popular due to an increased interest among people to improve their health by engaging in an active lifestyle. These activities also have very few barriers to entry, which provides a variety of activities that are relatively inexpensive to participate in and can be performed by nearly anyone with no time restrictions. P 69</p>	<p>The fact that residents have greater earning capabilities signals that they are likely willing to pay for high-quality programs and services that require a greater financial commitment, as long as the quality reflects the price. P 38</p>

Public Input	Benchmarking	National Trends	Edina Trends
<p>COMMUNITY NEEDS SURVEY 68% have not participated in recreation programs in the past 12 months. P 51</p>	<p>CAPITAL BUDGET DISTRIBUTION: Edina is heavily focused on renovation and construction, but does not invest any capital dollars into design, acquisition, or other categories. P 57</p>	<p>NATIONAL TRENDS IN AQUATIC ACTIVITY Fitness swimming is the absolute leader in multigenerational appeal with over 26 million reported participants in 2013, a 13.5% increase from the previous year. P 71</p>	<p>The changing demographic profile of Edina, particularly due to an aging population, will put new and different demands on the Department in terms of the programs and facilities it provides to the public. Given that many of the Department's offerings are geared towards youth and families, the mix of services and amenities may need to change over time. P 46</p>
<p>COMMUNITY NEEDS SURVEY 58% would use an indoor walking and jogging track if developed. P 51</p>	<p>COMMUNITY/RECREATION CENTERS: EPRD ranks second to last in center square footage per person. This comparison confirms the well-known deficit of community recreation space within the City. P 60</p>		<p>The City of Edina demonstrates very high market potential index numbers for fitness activities, outdoor activities, and money spent on recreation while producing mixed results for general sports and. All activities related to fitness reported well above average market potential, as well as some select general sports activities (e.g. downhill skiing, tennis, and golf). P 77</p>
<p>COMMUNITY NEEDS SURVEY Other indoor spaces include - exercise for 50+ years, aerobics/fitness and dance, weight room and cardio area. All at about 33% P 51</p>	<p>Edina is on par among benchmark agencies for performing / visual art centers. P 62</p>		<p>These high index numbers paired with the above average household income characteristics of residents is very promising from a programming standpoint. The Department has strong potential to generate revenues from programs by capitalizing on the favorable earning ability of the service area and the residents' willingness to spend money on recreational activities, as exhibited by the market potential index figures. P 77</p>
<p>COMMUNITY NEEDS SURVEY 51% are very supportive of indoor community center at Grandview. Somewhat supportive was 22% P 51</p>	<p>Edina lags behind other benchmark communities in indoor community space, capital budget sources, and distribution of expenditures for planning and development. P 63</p>		<p>In analyzing the local trends in general sports, the majority of activities fall below the national average. ... This deviation might indicate a lack of awareness.....a lack of available amenities. P 77</p>
<p>COMMUNITY NEEDS SURVEY What deterred folks from using facilities or parks: 15% too far from home, 16% no facility or program, 14% use facilities in other cities. P 51</p>			<p>INDOOR FITNESS - A desire for increased access to a range of indoor fitness activities was expressed. Flexible indoor facilities could host a range of activities for a wide age-range of ages and ability levels. <i>It listed trending activities such as Pickleball, dodgeball, mommy fitness</i> P 79</p>

Public Input	Benchmarking	National Trends	Edina Trends
COMMUNITY NEEDS SURVEY How to Allocate \$100 in services: Create a new centrally located community gathering place: \$6.00 P 51			

Should we Build a Community Center? Let's Look at Edina Parks and Recreation Vision and Mission

EDINA PARKS AND RECREATION DEPARTMENT VISION Page 12

To be recognized as having Minnesota's premiere parks, recreation and trail system that provides unrivaled opportunities to maximize Edina's quality of life by nurturing the health and well-being of our people, our community, our environment, and our economy.

EDINA PARKS AND RECREATION DEPARTMENT MISSION Page 12

We create parks, facilities, and programs to foster a healthy inclusive community. We accomplish this through creative leadership, collaborations, environmentally sustainable practices, and the responsible use of available resources.

GUIDING PRINCIPLES (edited list) Page 12

- *Promote community health and wellness for residents in our parks and programming.*
- *Provide excellence and innovation in parks and recreation services and facilities to meet the needs of the community.*
- *Promote equity and engagement within the parks system and its programs.*

PURPOSE OF STRATEGIC PLAN Page 20 (edited)

The purpose of the Park System Strategic Plan is to Evaluate current facilities andn programs to determin if the recreation and leisure needs of Edina's citizens are being adequately met.

WHY THE PLAN IS IMPORTANT Page 20 (edited)

Responding to aging populations, changing community needs and desires, and creating a more sustainable system, environmentally and financially, are a few challenges that must be addressed.

Should we Build a Community Center?
Let's Look at the Proposed Strategic Plan Recommendations

Page	Recommendations or Key Findings
14	Provide a multi-generational community center that is all-inclusive
14	Provide additional community gathering areas
17	Provide a variety of programs that meet community needs and interests
17	Provide more community building / socialization programming
18	Moving forward, additional actions are required to retain a quality system and stay ahead of the park infrastructure and asset needs that the Department manages and owns. Improving the existing park system to address under served populations and changing needs will ensure the system continues to support the high quality expectations of Edina's residents.
44	Increase the amount of passive recreational opportunities available to residents.
44	The Department could be a better facilitator of recreation by bringing people, especially adults, with common interests together and providing more spaces that are open to interpretation of the user, which might encourage wider segment appeal than the heavily programmed, youth-centric focus of parks today.
44	The Department should strive to expand its target market to be all-inclusive. There is a large portion of the community that is currently underserved. There is a clear deficiency of recreational opportunities for adults and seniors, and the Department must improve its multi-generational appeal.
52	An indoor fitness facility is desired by the community, including an indoor walking / jogging track and an indoor pool.
77	The Department has strong potential to generate revenues from programs by capitalizing on the favorable earning ability of the service area and the residents' willingness to spend money on recreational activities, as exhibited by the market potential index figures.

82 A direct correlation exists between the national participatory trends and the local market trends, in that the service area shows a high propensity to engage in recreational activities pertaining to fitness. Based on market potential index figures, the Department should expect residents to participate in fitness activities at a much higher rate than the national average. This would indicate that the Department should offer a wide variety of fitness programming, with a willingness to introduce innovative and trending activities.

82 Based on the findings from the demographic and trends analysis, the Department is very fortunate to have an ideal service area. Not only are income characteristics well above average, but the user base also has a strong tendency to spend their time and money on activities that are in the Department's wheelhouse. The future success of the Department will rely heavily on its ability to capitalize on these favorable market conditions by providing facilities, amenities, and programs that are geared toward the needs and interests of the local community.

224 PROVIDE A MULTI-GENERATIONAL COMMUNITY CENTER
THAT IS ALL-INCLUSIVE.

A community center need was identified in the community survey and the Level of Service Analysis. A facility of this type would fill multiple needs including the creation of community meeting and gathering spaces, provide a space for the multiple generations and their ability to interact, and supporting recreation activities and users that are currently under-served. The City will need to study the programmatic, spatial, and amenity requirements of the facility. The Grandview site has been identified as a potential location for this facility and would provide a much needed community gathering facility north of Highway 62.

SHOULD WE BUILD A COMMUNITY CENTER? LET'S LOOK AT A SUMMARY OF ISSUES IN THE STRATEGIC PLAN

The following are key points brought out in the proposed strategic plan that support a recreation/fitness community center in Edina.

Health Trends

- Fitness awareness has increased due to national obesity issue
- Health and recreation centers are seeing increased memberships and use
- Public is demanding facilities that support healthier lifestyle
- Walking, running and biking becoming more popular
- Support these activities to build a healthier community
- Time pressures make residents seek activities and infrastructure that are close to home
- Unstructured participation activities (i.e. NOT classes) meet the needs of adults and families juggling busy schedules
- Unstructured participation allows people to engage with their family, friends and community
- Most popular activity for Americans over 45 is walking (It will be important to ensure that aging citizens of Edina have access to amenities that fit their needs)

Edina Trends

- The senior population represents the largest age segment and is growing at a rapid rate.
- Edina has a growing population over the age of 55. In 2014 nearly 35% of the population is above age 55 and that number is projected to be approximately 45% by 2019.
- The fact that residents have greater earning capabilities signals that they are likely willing to pay for high-quality programs and services that require a greater financial commitment, as long as the quality reflects the price.

What Edina is Lacking

- Recreation / community centers
- Gymnasium space
- ADA accessibility and inclusive design for parks/facilities
- Fitness centers and programming
- Multi-generational programming
- Equity in programming, amenities and upkeep
- Large portion of the community is currently underserved. Clear deficiency of recreational opportunities for adults and seniors.
- There is not enough emphasis on ADULT recreation, and there is a too much focus on youth athletics.
- EPRD ranks second to last in community/recreation center square footage per person. This comparison confirms the well-known deficit of community recreation space within the City

General Thoughts

Understanding the needs of the community becomes an invaluable asset in planning for future of the Edina Parks and Recreation System. Understanding the community's need can help to drive decisions about priorities for program or system improvements and help to eliminate surprises down the road.

A critical element of the parks and recreation master planning process is community engagement, which is necessary to effectively deliver a community-oriented parks and recreation system. A balanced, open, and collaborative engagement process builds community-wide trust in the plan and the planning methods used.

Community engagement for this project was carefully planned in order to accurately capture all major community needs and included conducting focus groups, public workshops, a statistically-valid community survey.

Results from the SFIA's Topline Participation Report demonstrate increased popularity among Americans in numerous general recreation activities. Much like the general fitness activities, these activities encourage an active lifestyle, can be performed individually or with a group, and are not limited by time restraints.

General Thoughts, continued

Health insurance providers and health care workers are actively educating the public in the benefits of active lifestyles, and health and recreation centers are seeing increased memberships and use. As a result, the general public is demanding facilities and programs that support healthier lifestyles.

Because of the pressures on time, people are seeking activities and infrastructure that are close to home and easily accommodated in their typical schedules. Unstructured participation activities that meet busy schedules and allow them to engage with their family, friends, and community are highly desired. This will require a flexible park system with facilities and programs that include options that fit multiple needs.

The City of Edina demonstrates very high market potential index numbers for fitness activities, outdoor activities, and money spent on recreation while producing mixed results for general sports and. All activities related to fitness reported well above average market potential, as well as some select general sports activities (e.g. downhill skiing, tennis, and golf). These high index numbers paired with the above average household income characteristics of residents is very promising from a programming standpoint.

The Department has strong potential to generate revenues from programs by capitalizing on the favorable earning ability of the service area and the residents' willingness to spend money on recreational activities, as exhibited by the market potential index figures.

Recommendation (page 224)

PROVIDE A MULTI-GENERATIONAL COMMUNITY CENTER THAT IS ALL-INCLUSIVE.

A community center need was identified in the community survey and the Level of Service Analysis. A facility of this type would fill multiple needs including the creation of community meeting and gathering spaces, provide a space for the multiple generations and their ability to interact, and supporting recreation activities and users that are currently under-served. The City will need to study the programmatic, spatial, and amenity requirements of the facility. The Grandview site has been identified as a potential location for this facility and would provide a much needed community gathering facility north of Highway 62.

From: City of Bloomington <bloomington@service.govdelivery.com>
Sent: Thursday, July 02, 2015 9:43 AM
To: James Hovland
Subject: Healthy Choices eNews: Bike and Walk to City Events

eNews of the Bloomington, Edina and Richfield Healthy Communities Partnership



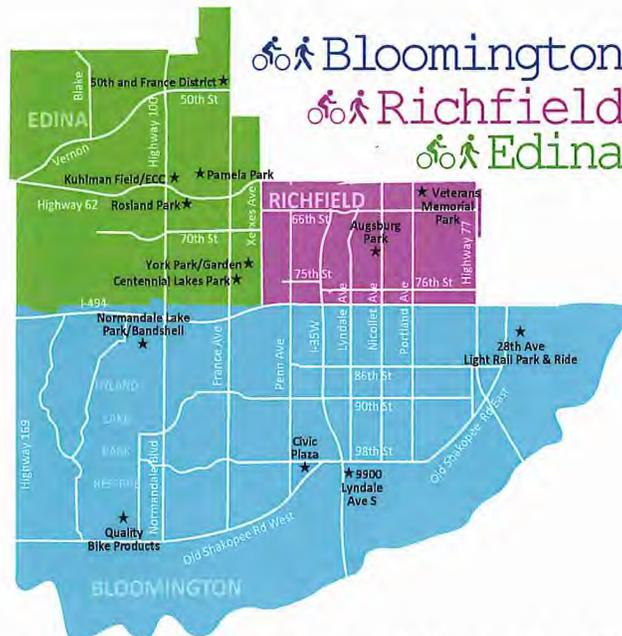
Making the *healthy* choice the *easy* choice in Bloomington, Edina and Richfield

Healthy Choices eNews - July 2, 2015

Have fun biking and walking to community events

A map and listing of some the summer's most bike- and walk-friendly events taking place in Bloomington, Edina and Richfield will be available at many event locations. Partners from the three cities created the map and listing to make it easier for residents to have fun biking and walking in their communities, which also provide many health benefits and reduce harm to the environment.

[Read more about biking and walking to city events and download the map.](#)



Tri-City Partners for Healthy Communities is comprised of leaders from Bloomington, Edina and Richfield. They are working through Bloomington's Division of Public Health to make their communities places where it is easy for everyone to be healthy and everyone has an opportunity to live long and well.



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Send general inquiries to information@bloomingtonmn.gov.

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This email was sent to jhovland@ci.edina.mn.us using GovDelivery, on behalf of: City of Bloomington · 1800 West Old Shakopee Road · Bloomington, MN 55431-3027 · 952-563-8700 · TTY 952-563-8740



- Kelvin Engen
- Todd Skatrud

Dear Ruth,

Thank you for helping with the 2015 Medical Explorer Program at Fairview Southdale hospital. The two Paramedics that presented were fantastic & provided the students with great information about their profession. We love working with the Edina Fire Department & hope to do so again next year.

Sincerely,

Ashley McArdle
Volunteer Specialist



June 29, 2015

Mayor James Hovland
4801 West 50th Street
Edina, MN 55434

Dear Jim,

On behalf of the AARP Board of Directors and my Executive Team, I want to thank you for serving as a panelist for our overview and discussion of AARP's Life Reimagined during our recent retreat in Minneapolis.

Your vision of creating a model city where the citizens continue to learn and thrive at any age is exactly what AARP is hoping can be replicated across the United States. Your commitment to and trust in AARP is deeply appreciated. Our Life Reimagined team is happy to be partnering with you to help deliver your message on healthy and active living to your city and beyond.

Keep up the great work and I look forward to hearing about your ongoing successes.

Sincerely,



Jo Ann Jenkins



City of Grand Rapids, Michigan

OFFICE OF THE MAYOR

GEORGE K. HEARTWELL
MAYOR

July 1, 2015

The Honorable James Hovland
Mayor of the City of Edina
4801 W. 50th St.
Edina, MN 55424

Dear Mayor Hovland:

If you're like me, you probably don't have much time to talk to other mayors about their successes and challenges, or to share yours. You likely don't have a lot of time to travel to see the innovative things other cities are doing. You might not have the time, or the staff, to research policy ideas and best practices. If this sounds familiar, then I have the solution for you: the Mayors Innovation Project Summer Meeting, August 13 through 15 in Des Moines, IA.

The Mayors Innovation Project is a learning network among mayors interested in shared prosperity, environmental sustainability, democratic governance and public accountability. I serve on the project's National Steering Committee, because I find it to be an excellent way to connect with other mayors, share good ideas and learn about what's happening in other cities. The discussions and presentations are extremely relevant to the issues many communities are facing today.

I always come back with at least two or three new ideas. I have also found MIP to be an effective policy group. I recall our meeting in 2014 in Washington DC when, after engaging us in a spirited discussion and hearing both our frustration and our good ideas, the EPA regulator responsible for formulating the storm water rule, on the spot, invited us to assemble a team to work with her staff on its formulation.

The meetings offer good information, new ideas, and a comfortable place to discuss them with your peers. I promise you'll return home with at least one or two new ideas you can implement immediately to improve life in your city.

At the meeting, you will talk about the work Des Moines (and other cities) have done on Creating Effective Housing Plans, Community Policing, Measuring Sustainability, and more.

July 1, 2015

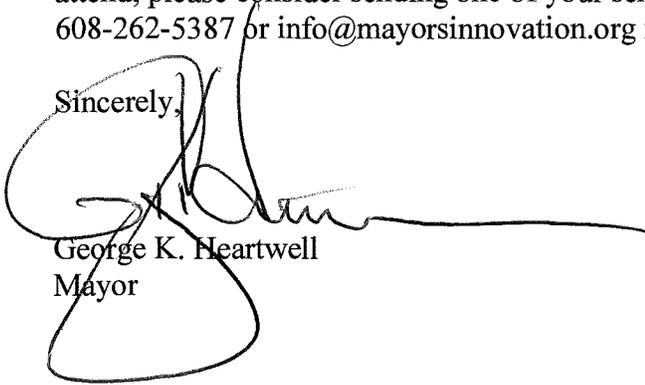
Page 2

Mayor's Innovative Project

In each case, we'll hear from experts in the field and cities working on the issue. The Mayors Innovation Project focuses on making the experience accessible to you – from keeping costs down to providing a comprehensive briefing book to allowing plenty of time for informal interaction. I know you'll find it worth your time.

You can register online at www.mayorsinnovation.org. If your schedule won't allow you to attend, please consider sending one of your senior staff in your place. Please contact their staff at 608-262-5387 or info@mayorsinnovation.org for more information.

Sincerely,

A handwritten signature in black ink, appearing to read "George K. Heartwell", with a long horizontal flourish extending to the right.

George K. Heartwell
Mayor



Airlines for America™
We Connect the World

The Honorable James B. Hovland
Office of the Mayor
The City of Edina
4801 W. 50th St.
Edina, MN 55424

June 30, 2015

Dear Mayor Hovland,

Airlines for America is the oldest and largest trade organization of the principal passenger and cargo airlines in the United States. Our members include Alaska Airlines, American Airlines, Atlas Air, Delta, FedEx, Hawaiian Airlines, jetBlue Airways, Southwest, United, UPS, US Airways. Air Canada is an associate member.

Although you did not have the opportunity to vote on the proposed tax increase (Resolution 101) that was tabled during the 83rd Annual US Conference of Mayors Transportation and Communications Committee Meeting, we thank you for your consideration of the industry's views and appreciate your recognition of the value the airline industry brings to all of our communities. Airline passengers are already over-taxed. On an average \$300 domestic roundtrip ticket, airline passengers are already subjected to a 21% federal tax burden, a higher percentage than so-called "sin taxes", which are allegedly designed to discourage people from using those products.

We look forward to working with you on this and other issues. Please do not hesitate to contact me directly if I can be of any assistance in the future.

Sincerely,

Sean Williams
Vice President, State and Local Government Affairs



HAMLIN
UNIVERSITY

School of Business

June 29, 2015

The Honorable James Hovland
Mayor of Edina
4801 W 50th St
Edina, MN 55424-1330

Dear Mayor Hovland:

In recognition of Jim Miller's years of dedicated service and retirement from the League of Minnesota Cities (LMC), the Hamline School of Business is establishing a scholarship in his honor to support Public Administration students at Hamline University. As James F. Miller Steering Committee members and past and present mayors, we are reaching out to ask for your help with this fundraising effort.

The purpose of this scholarship is threefold:

1. to provide tuition assistance to students in the online MPA program at Hamline;
2. to recognize Jim for his contributions to effective city governing through the LMC; and
3. to honor the impact Jim had on his students at Hamline through his teaching, serving on dissertation and thesis committees, and helping with the redesign of the doctoral degree.

Funding will provide the recipient partial tuition support for two years while pursuing his or her degree as long as academic progress is demonstrated. Hamline's online MPA model is designed to be interactive and engaging with weekend residencies, providing students a quality education and life-long network. Hamline developed the online program to serve the education needs of public servants throughout Minnesota.

The scholarship will help public administrators across the state bring best practices to their communities. As such, this scholarship is a fitting reflection of Jim Miller's legacy of helping cities across Minnesota flourish. In the LMC tradition of developing leadership, the goal is to encourage the next generation of public officials and administrators to pursue and continue careers in public service.

We invite you to help make this recognition possible through one time or multi-year gifts and pledges. You and/or your organization or city will be recognized as a champion, lead or supporting donor. Enclosed is a scholarship summary as well as an ongoing pledge and payment form. For questions, please contact the Hamline School of Business at 651-523-2284 or hsb-dean@hamline.edu.

Best regards,

Karen J. Anderson

Ardell F. Brede

Jim Scheibel

Hamline School of Business

MS-A1740, 1536 Hewitt Avenue, Saint Paul, MN 55104-1284 p: 651-523-2284 f: 651-523-3098 hsb@hamline.edu www.hamline.edu/hsb

Heather Branigin

From: Fiona <summit.c@apceovip.org>
Sent: Saturday, July 04, 2015 9:14 PM
To: Edina Mail
Subject: To James B. Hovland:VIP Invitation from China
Attachments: Basic Agenda-GELS2015.docx; Registration Form-GELS2015.docx

Dear James B. Hovland,

On behalf of Jilin Provincial Government of China and Asia-Pacific CEO Association, we are honored to extend to you our cordial invitation to the 4th Global Economic Leaders Summit (GELS 2015).

Dates: August 30th to September 1st, 2015

Venue: Shangri-La Hotel, Changchun city, Jilin Province, China.

Theme: Global Technological Innovation & Cooperation, World Economic Restructuring & Upgrading.

Meanwhile, the guests of GELS 2015 could participate as VIPs to the 10th China-Northeast Asia Expo, which is held from August 31st to September 6th, 2015 in Changchun city, Jilin Province.

Jilin Province, the economic center of Northeast China, sincerely welcomes you and looks forward to your attendance.

Sincerely yours,

Jiang Chaoliang

Governor of Jilin Province of China

Former Chairman of Agricultural Bank of China

Zheng Xiongwei

Global Executive Chairman of APCEO

ATTACHMENTS:

1. *Profile* (Please click to view/download this big file.)

2. *Basic Agenda*

3. *Registration Form*

* *The formal Invitation Letter* together with the *Confirmation Letter* will be sent after registration and the confirmation of the Organizing Committee.

> VIP TREATMENTS

- Free Registration & participation, 5 star hotel and accommodation(Aug.30th - Sept. 1st, 3 nights, 2015) will be offered to VIP guests

- Free Speech & display opportunities (need to apply in advance for approval)

- Meeting with Chinese government leaders after the approval of the Organizing Committee

- Attend the 10th China-Northeast Asia Expo as VIP

- Media Interview (need to apply in advance for approval)

- Free airport pick-up/see-off

> MAIN PARTICIPANTS

- High-level executives from Fortune 500 & Forbes 2000 companies

- Industrial leaders from the following industries:

Emerging Industries, Modern Service Industry, Eco-Industry, Culture Industry, Science and Technology Invention and Innovation Industry

- Government officials from central government of China and relevant provincial/municipal governments

- High-level executives from China 500 companies

- Heads of state and relevant government officials from the overseas of China

- Renowned economists, experts and scholars
- Chiefs from famous international organizations and industry associations
- Investors and bankers

> **REGISTRATION PROCESS**

For registration, please send the completed Registration Form with personal photo (more than 300 pixels in JPEG) by email to us. The *formal Invitation Letter* together with the *Confirmation Letter* will be sent to you soon after the confirmation of the Organizing Committee.

> **CONTACT**

Ms. Fiona Qi

Assistant of Chairman of China, APCEO

Tel: +86-10-64987220

Fax: +86-10-64963611

Email: summit@apceo.com

Website: <http://gels.apceo.com>

Address: A1-10 floor, Sunshine Plaza, Chaoyang District, Beijing, 100101, China

Heather Branigin

From: David Fisher
Sent: Monday, July 06, 2015 8:50 AM
To: 'rob@capstonelawmn.com'
Cc: calvinjohnsonii3@gmail.com; melanie_johnson@comcast.net; tony@tchomebuildersinc.com; Daniel Schleck; James Hovland; Kevin Staunton; Robert Stewart
Subject: RE: Picture Clearly demonstrating trespass on my client's property at 4220 Alden Drive in Edina
Attachments: Fondation As-Built Survey 4222 Alden Dr 0702824410094_06012012.pdf; Foundation As-built Survey 4220 Alden Dr 0702824410093-05082015.pdf

Please find enclosed a copy of the as build foundation surveys for 4222 and 4220 Alden Dr. This should help to define where the property line is between the two properties. The foundation to the property line for 4222 Alden Dr. = 6.7 Feet
The foundation to the property line for 4220 Alden Dr. = 9.74 Feet



David Fisher, Chief Building Official

952-826-0450 | Fax 952-826-0389

DFisher@EdinaMN.gov | www.EdinaMN.gov

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

Tell us how we're doing! Take our customer satisfaction [survey](#).

From: rob@capstonelawmn.com [mailto:rob@capstonelawmn.com]
Sent: Friday, July 03, 2015 10:05 AM
To: David Fisher
Cc: calvinjohnsonii3@gmail.com; melanie_johnson@comcast.net; tony@tchomebuildersinc.com; Daniel Schleck; James Hovland; Kevin Staunton; Robert Stewart
Subject: RE: Picture Clearly demonstrating trespass on my client's property at 4220 Alden Drive in Edina

Mr. Fisher,

Mr. Schleck's renewed arguments that TC Homebuilders is trespassing on the neighboring property are again demonstrably incorrect.

Mr. Schleck is now assuming that the equipment in the photo is trespassing based on an email from his client stating that the distance between the property line and the house under construction is 7 feet, whereas the equipment in the photograph has a width of 8 feet, 6 inches. I don't know where this 7 foot number comes from. Mr. Schleck's client claims that they are from a building plan. Obviously, a building plan is not a survey.

I submitted to you a survey yesterday. The survey shows the distance between the house and the property line is 9.75 feet, not 7 feet as Mr. Schleck's client claims. Therefore, assuming for the sake of argument that Mr. Schleck's client's specs concerning the width of the equipment are correct, the equipment would have to be at least another foot wider before it would even touch the neighboring property line.

Additionally, as evidenced by the photo Mr. Schleck submitted, the equipment is entirely within the area to the north of the shoring wall, where construction has been ongoing for months, and where Mr. Schleck's clients have consented to construction activity for months. What has suddenly changed?

As you know, I am working with my client to resolve any legitimate concerns that Mr. Schleck's clients have. Mr. Schleck's clients had agreed to allow access on their property for the purpose of shoring and inexplicably revoked that access last week. We intend to present Mr. Schleck with a plan for backfilling and completing the retaining wall and restoring his clients' yard. In order to facilitate this resolution, I have left Mr. Schleck several messages and have asked him to call me back. He has refused to return my calls, and apparently prefers sending emails to the city and to my client's clients making accusations that simply lack factual support. Facts matter, and if the City wishes to give any consideration to Mr. Schleck's expressed concerns, then it should require that he produce, at minimum, a survey reflecting current conditions showing the relationship between the alleged trespass and his clients' property line.

Where I have provided a survey that clearly disputes the information being provided by Mr. Schleck and his clients and whereas Mr. Schleck has offered nothing but unsupported allegations, it would be entirely inappropriate for the city to take action against my client, as has been repeatedly urged by Mr. Schleck. Similarly, Mr. Schleck's accusation of selective enforcement and preferential treatment are misplaced. Mr. Schleck has simply made accusations without providing the city with any real evidence to support his concerns. The city cannot take action against a reputable builder in the middle of finishing a home based on conjecture and unsupported allegations.

I hope you enjoy your holiday weekend. I also hope that Mr. Schleck decides to return any one of my phone messages when he returns to the office next week.

Rob Shainess
Attorney at Law
Capstone Law
Canadian Pacific Plaza
120 South Sixth Street
Suite 1720
Minneapolis, MN 55402
P. 612-548-1604
F. 952-314-9616
[Find us on Facebook](#)

www.capstonelaw.com

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From: Daniel Schleck [mailto:DSchleck@hallelanhabicht.com]
Sent: Friday, July 03, 2015 7:45 AM
To: David Fisher; jhovland@Edinamn.gov; kstaunton@edinamn.gov; rstewart@edinamn.gov
Cc: rob@capstonelawmn.com; calvinjohnsonii3@gmail.com; melanie_johnson@comcast.net
Subject: Picture Clearly demonstrating trespass on my client's property at 4220 Alden Drive in Edina

Dear Dave –

Please see the attached photo which was taken down the property line yesterday clearly demonstrating TC Homebuilders and the Johnsons' continued trespassing onto my client's property yesterday. Also, see the explanation from my client below demonstrating mathematically how it is impossible for them not to trespass onto our property. They have to trespass to get that machine to the back of the lot. There is no access agreement between the two homeowners. Why won't the City help these people?

As I have mentioned in my previous emails, TC Homebuilders is violating city ordinances, trespassing and causing damage to my client's property. The City of Edina must enforce its code! Please explain why this Builder somehow has a special historical relationship with the City that gives them protection from such enforcement.

If the City refuses to enforce its own ordinances in a fair and impartial manner we will have no choice but to protect our rights by seeking equitable relief against the property owners AND AGAINST THE CITY FOR SELECTIVE ENFORCEMENT! Feel free to forward this email to Roger Knutson the City Attorney.

The builder is clearly rushing to keep trespassing so they won't be delayed.

Please email me back as soon as possible to let me know the schedule and scope of the City's activities here.



Daniel Schleck
Halleland Habicht PA
dschleck@hallelandhabicht.com
612-836-5531
Download Dan's [VCARD](#)

From: andrew.zumbusch@gmail.com [<mailto:andrew.zumbusch@gmail.com>]
Sent: Thursday, July 02, 2015 4:06 PM
To: Daniel Schleck
Cc: Jennie gmail
Subject: Re: Concern about damages

I believe this picture may be the best argument for trespassing. According to the plans they submitted the city there is 7 feet better the foundation of their house and the edge of the property line. According to the manufacture, the Terex TH844C has a wheel base of 8 feet six inches. Even is the wheels were touching the house, which they are not, they would still be trespassing on our property. Even with the original agreement it states that no equipment will enter our property.

From: dschleck@hallelandhabicht.com
Sent: Thursday, July 2, 2015 1:44 PM
To: andrew.zumbusch@gmail.com
Cc: [Jennie gmail](#)

Yes, I would contact Dave Fisher or any other building official. He has asked me to make a data practices request regarding the report made by the builder for retaining wall, I will put in the request for the survey as well. This will take time.

Andy if you had time you could down to City Hall and see if they would give you a copy on the spot?



Daniel Schleck
Halleland Habicht PA
dschleck@hallelandhabicht.com
612-836-5531
Download Dan's [VCARD](#)

From: andrew.zumbusch@gmail.com [<mailto:andrew.zumbusch@gmail.com>]
Sent: Thursday, July 02, 2015 11:55 AM
To: Daniel Schleck
Cc: Jennie gmail
Subject: Re: Concern about damages

I just got off the phone with one of the surveyors. It appears that all of them are booked at least two weeks out which might be to late. He said a good option would be to get the survey that was done for the house from the city. This way I would show they are over the line with the survey they had done with a tape measure and it would be their own documentation proving them in the wrong. Do you know who I would contact to get the original survey? Would it be Dave Fisher?

From: dschleck@hallelandhabicht.com
Sent: Thursday, July 2, 2015 11:36 AM
To: andrew.zumbusch@gmail.com
Cc: [Jennie gmail](#)

Perfect, send her the picture of the gap also.

Call me on cell this weekend if you need me. Our office is closed Tomorrow and Monday, but call if you need me at 612-730-4808



Daniel Schleck
Halleland Habicht PA
dschleck@hallelandhabicht.com
612-836-5531
Download Dan's [VCARD](#)

From: andrew.zumbusch@gmail.com [<mailto:andrew.zumbusch@gmail.com>]
Sent: Thursday, July 02, 2015 10:43 AM
To: louise.krug.igok@statefarm.com
Cc: Daniel Schleck; Jennie gmail
Subject: Concern about damages

Louise,

Currently there is new construction taking place next door to us. During the construction process they have damaged our side yard, and potentially our foundation. We are not filling a clam for anything right now, but I wanted to make you aware of the situation in case we need to in the future. A have attached some picture to show some of the damage.

Andrew Zumbusch
4222 Alden Dr.
Edina, MN 55416

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The Gregory Group
d.b.a.
LOT SURVEYS COMPANY, INC.
Established in 1962
LAND SURVEYORS
REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA
7601 73rd Avenue North (763) 560-3093
Minneapolis, Minnesota 55428 Fax No. 560-3522

Surveyors Certificate

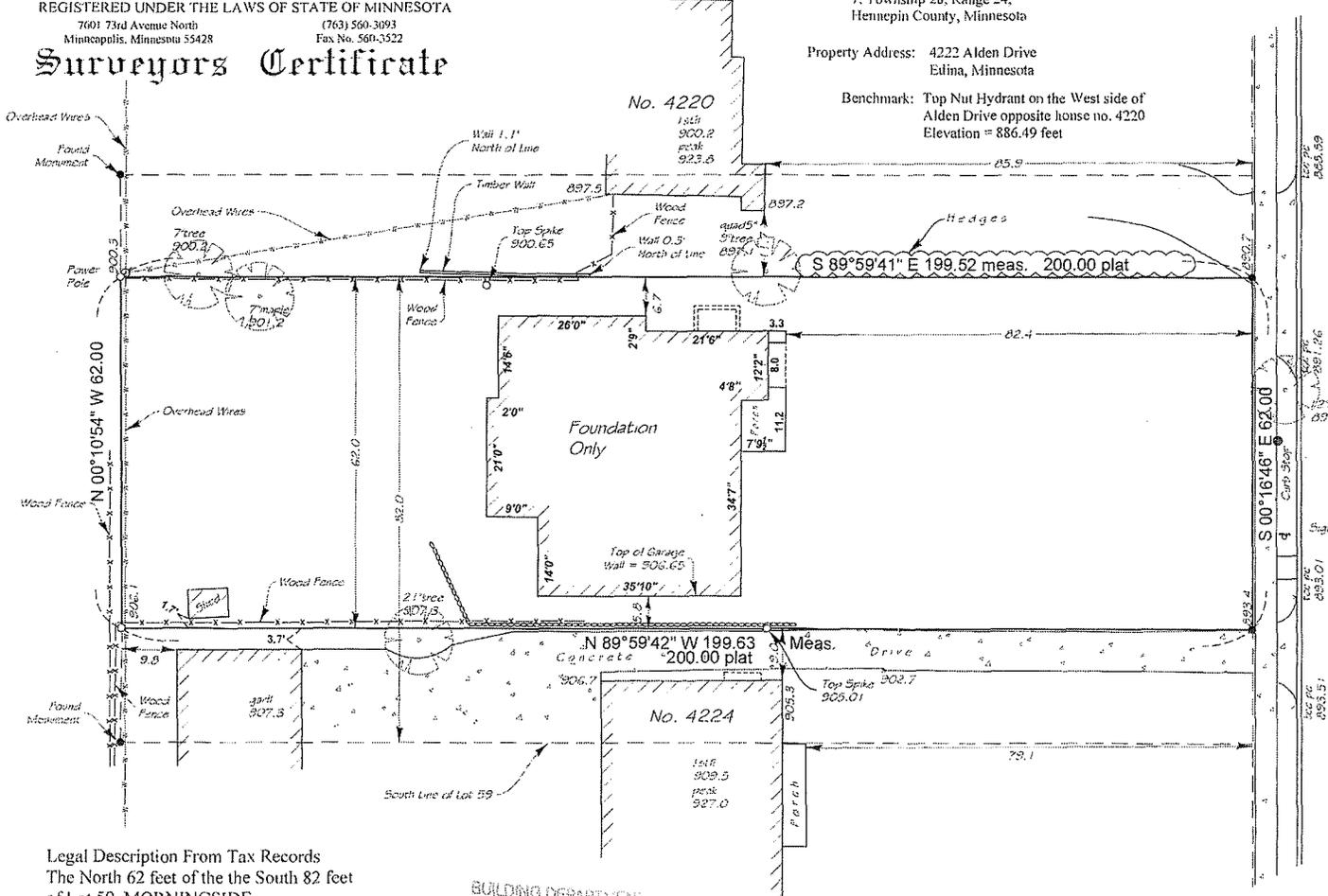
114035 4222 Alden Dr. 6-1-12
Foundation As-Built Survey For:

OFFICE COPY REFINED LLC

Property located in Section
7, Township 28, Range 24,
Hennepin County, Minnesota

Property Address: 4222 Alden Drive
Edina, Minnesota

Benchmark: Top Nut Hydrant on the West side of
Alden Drive opposite house no. 4220
Elevation = 886.49 feet



Legal Description From Tax Records
The North 62 feet of the the South 82 feet
of Lot 59, MORNINGSIDE
Hennepin County, Minnesota

BUILDING DEPARTMENT
JUN 1 2012
CITY OF EDINA



INVOICE NO. 80217
F.B.NO. Copy-Cert
SCALE: 1" = 20'

- Denotes Found Iron Monument
- Denotes Iron Monument
- ☐ Denotes Wood Hub Set for excavation only
- x000.0 Denotes Existing Elevation
- 000.0 Denotes Proposed Elevation
- ↖ Denotes Surface Drainage

NOTE: Proposed grades are subject to results of soil tests. Proposed building information must be checked with approved building plan and development or grading plan before excavation and construction. Proposed grades shown on this survey are interpolations of proposed contours from the drainage, grading and/or development plans.

NOTE: The relationship between proposed floor elevations to be verified by builder.

"As-Built Elevations"

Top of Block 901.7
Lowest Floor 893.0± (not poured)
Lowest Footing 892.7

07-028-24-41-0094
4222 Alden Dr.

The only easements shown are from plats of record or information provided by client.

I certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota
Surveyed this 30th day of May 2012.

Signed *Gregory R. Prasad*
Gregory R. Prasad, Minn. Reg. No. 24992

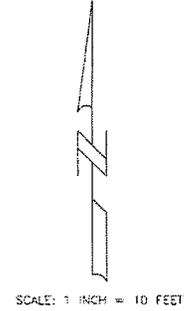
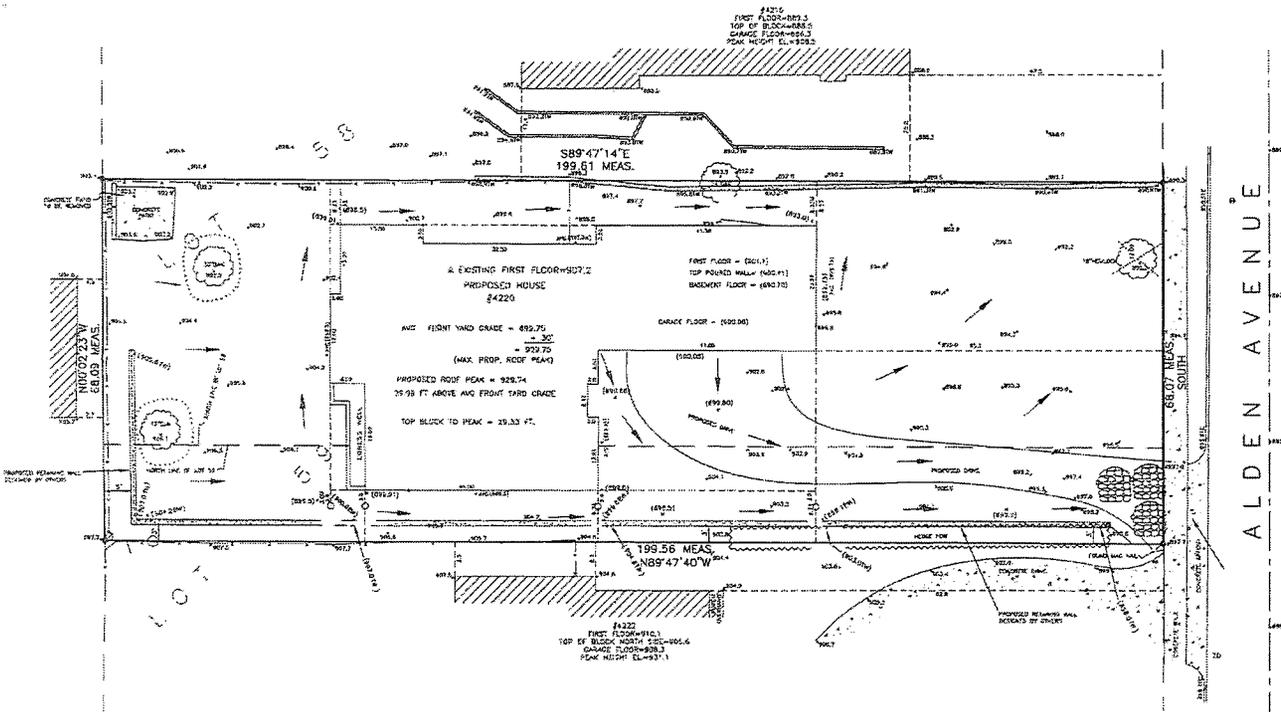
Rev	Drawn By J. Henson
	File Name
	m-59-inv80217foundation.dwg

SITE ADDRESS: 4220 ALDEN DR.
EDINA, MN 55416

TOP OF POURED WALL AS-BUILT FOR: TC HOMEBUILDERS

* TOP OF POURED WALL = 900.39 MAY 08, 2015.

PROPOSED TOP POURED WALL = (900.41)



Legend

- Fence
- Power Pole
- Side Walk
- Concrete Curb
- Trench Retaining Wall
- Masonry Retaining Wall
- Concrete Retaining Wall
- Existing Elevation
- Top of Curb Elevation
- Top of Wall Elevation
- Existing Contour
- St. Fence (for Erosion Control)
- Bottom of Wall Elevation
- Proposed Elevation
- As-Built Elevation
- Proposed Contour
- Retaining
- Temporary Rock Retention for Construction
- Average Yard Grade
- Protective Tree Fencing
- Tree to be Retained
- Deciduous Tree
- Coniferous Tree
- MEASURED AS-BUILT DIMENSION

CASTER AREA CALCULATION:
Lot Area = 13,567 SF
IMPERVIOUS SURFACE
House = 867 SF
Block Paved Area = 107 SF
Concrete Pad = 100 SF
Total = 1,074 SF
= 8.0%

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly registered Land Surveyor under the laws of the State of Minnesota.

W. BROWN LAND SURVEYING, INC.
Wendell A. Brown, R.L.S., MN REG 15230
Date: 05-08-2015

NOTE: Alden Avenue was under construction at the time this survey was completed and utility manholes were removed.

NOTE: No Search was Made For Any Encumbrances

NOTE: The location of all utilities shown are from observed evidence in the field and from plans furnished by the utility companies and are approximate. Utility companies should be notified to exact location before doing any excavation.

PRIOR TO ANY CONSTRUCTION, INSTALL STORM SEWER INLET PROTECTION ON ALL CATCH BASINS EXPOSED TO CONSTRUCTION SEDIMENT.

PROPERTY DESCRIPTION: The South 50 feet of Lot 28 and the North 15 feet of Lot 29, WARDENWOOD, Hennepin County, Minnesota.

BENCHMARK: Edina #257
Corner of the Southwest Corner of W 42nd St. and Alden Dr.
Elevation = 876.67.

W. BROWN LAND SURVEYING, INC.
8030 Center Avenue So., Suite 228,
Bloomington, MN 55425
Phone: (612) 854-4055
Fax: (612) 854-4058

Drawing: 120-14
Date: 05-08-2015
Scale: 1 inch = 10 Feet
1 of 1

FOUNDATION AS-BUILT
4220 ALDEN DR
#137125 07.028.24.41.0093

Heather Branigin

From: Ashford, Shelisa - SLAshford <slashford@aarp.org>
Sent: Monday, July 06, 2015 9:59 AM
Subject: Join Life Reimagined for a Special PBS Event
Attachments: LR_25367_LR-PBS Event-Invite_f.r4.pdf

Importance: High

Good Morning,

We haven't heard from you, but we're hoping you can join us!

Be a part of the live studio audience for the taping of Richard Leider's 'Living with Purpose' presentation, then join us afterward for a VIP reception on Wednesday, July 8 at the History Theatre.

Please RSVP today to guarantee your seat!

Thank you,

Shelisa

Life Reimagined
 **Real Possibilities**

Life Reimagined

AARP Real Possibilities



NATIONAL PRODUCTIONS

SAINT PAUL | MINNEAPOLIS

YOU ARE INVITED

to Attend a PBS Special Taping of

"Living with Purpose"

featuring Richard Leider

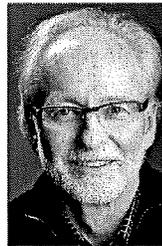
Wednesday, July 8, 2015 • 6:30 p.m.

The History Theatre

30 East 10th Street • St. Paul, MN 55101



Join us for an evening of inspiration, wisdom and passionate storytelling. As a part of the select studio audience, you'll get a sneak peak at the filming of the upcoming national PBS special featuring Richard Leider bestselling author of *The Power of Purpose*, *Repacking Your Bags*, and *Life Reimagined*.



Following the taping, we invite you to attend an exclusive VIP reception with Richard Leider himself.



Support for Life Reimagined
is provided by



RSVP to Shelisa Ashford by July 2nd at slashford@aarp.org
or (202) 434-2243.



Parking only at 7A Municipal Ramp at 13 West Exchange Street, St. Paul, MN 55102 will be reimbursed.

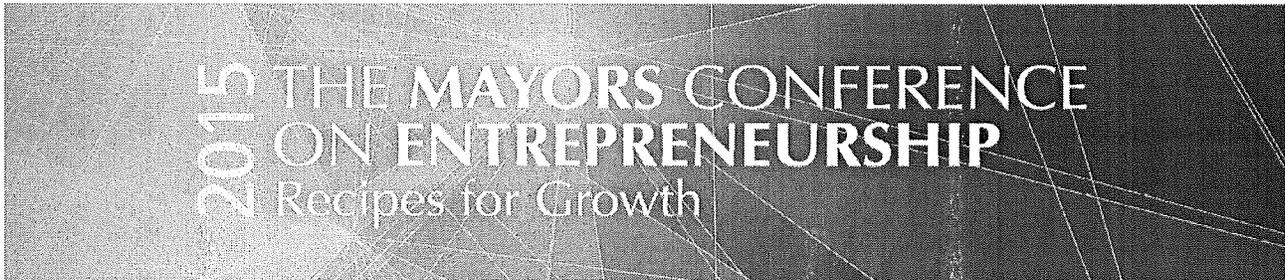
This ramp is connected by skyway to the History Theatre. Request parking voucher at the theatre prior to the performance.

www.historytheatre.com

Living with Purpose featuring Richard Leider (w.t.) is a production of Twin Cities Public Television (TPT), and is made possible in part by support from PBS.

Heather Branigin

From: Kauffman Foundation <opticast@kauffman.org>
Sent: Monday, July 06, 2015 10:32 AM
To: James Hovland
Subject: Invitation to 2015 Mayors Conference on Entrepreneurship



The Ewing Marion Kauffman Foundation, in partnership with Mayor Richard Berry of Albuquerque, NM, would like to invite you to

**The 2015 Mayors Conference on Entrepreneurship:
Recipes for Growth**

October 6-8, 2015

**Hyatt Regency Albuquerque
330 Tijeras Avenue NW
Albuquerque, New Mexico**

All entrepreneurs start and operate in a specific community, which means city policies and the local ecosystem matter greatly. The Kauffman Foundation's third annual Mayors Conference on Entrepreneurship: Recipes for Growth will explore what local factors truly foster entrepreneurial activity.

Universities, federal research laboratories, industry-leading firms, startup capital, the built environment, and philanthropy often are considered necessary ingredients for generating innovation and entrepreneurship. Do these ingredients yield new and growing firms in cities? How can these ingredients mix together to create a successful recipe for entrepreneurial growth?

Please join the Kauffman Foundation, fellow mayors, and leading policy experts October 6-8, 2015, in Albuquerque, New Mexico, to answer these and other questions about the role of cities and mayors in creating vibrant and innovative entrepreneurial economies.

[View the draft agenda here.](#)

The Kauffman Foundation will cover travel expenses, including airfare, hotel, meals, and ground transportation while in Albuquerque. Travel guidelines will be forthcoming.

Register to Attend

This is an invitation-only event.

To create the best environment for learning, attendance is limited to 90.

We expect to fill up quickly.

Please register by Wednesday, September 9, 2015.

For more information and to view a video from the 2014 event, visit www.kauffman.org/mayorsconference2015.

For questions, contact Mette Kramer at mkramer@kauffman.org or 816-932-1174.

Follow the conversation on Twitter, #mayorsconf.

Ewing Marion
KAUFFMAN
Foundation

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4801 Rockhill Road, Kansas City, MO 64110

Heather Branigin

From: Margo O'Dell <modell@me.com>
Sent: Monday, July 06, 2015 12:00 PM
To: James Hovland
Subject: Can you help?

Hi Jim -

Any assistance or guidance you can provide is appreciated.
Below is my communication with Shawn Anderson from Public Works.
I also left a voice message for him last week but we still haven't connected.
We would like to fix this problem, once and for all. Thanks very much!

Margo O'Dell
612-239-9004

Begin forwarded message:

From: Margo O'Dell <modell@me.com>
Subject: Fwd: 3613 55th St
Date: June 22, 2015 7:48:51 AM CDT
To: Shawn Anderson <SGAnderson@EdinaMN.gov>
Cc: Sharon Allison <SAllison@EdinaMN.gov>
Bcc: Randall Preuss <randy@gibbco.com>, Nick Preuss <nickpreuss@yahoo.com>

Good Morning Shawn,

Thank you very much for sending Trevor and Anthony to work on my problem.
Unfortunately, the recent rains have shown that the humps they created at the
driveway and sidewalk need to be taller to keep the rain from pouring in at both locations.
This mornings downpour has water backed up almost to my front steps and the "river"
through the driveway continues to erode a portion of the back yard shown in the photos
I sent to you.

Speaking of the back yard - can you also send someone to fix it? It requires
dirt to replace what has washed away and sod or seed for the area, which is shady.

Thanks again for your attention to this matter. We are very appreciative to have what
has been a persistent and damaging problem to be fixed.

Margo O'Dell
612-239-9004

Begin forwarded message:

From: Margo O'Dell <modell@me.com>

Subject: Re: 3613 55th St

Date: June 18, 2015 7:47:05 AM CDT

To: Shawn Anderson <SGAnderson@EdinaMN.gov>

Cc: Sharon Allison <SAllison@EdinaMN.gov>

Bcc: Randall Preuss <randy@gibbco.com>, Nick Preuss <nickpreuss@yahoo.com>

Hello Shawn,

Can we meet tomorrow afternoon so you can look at my property?

Attached are a few pictures taken after yesterday's rain. As you can see, the water from France Avenue down 55th Street into my driveway has caused costly damage to my back yard. It's like having a river flow through my driveway into the back yard. Initially, we tried to control it with stones, but as you can see, the amount and force of the water has been too much. (Water always flows into my front walk, also).

I am desperate for a solution to this ongoing problem.

Thank you very much,

Margo O'Dell
612-239-9004





On Jun 17, 2015, at 11:14 AM, Sharon Allison wrote:

Shawn –

Margo O'dell, 612-239-9004, said water runs from the street onto her driveway and walkway and her neighbor at 3609 said he had the same issue and we build a speed bump-like curb to redirect the water. She is wondering if you can do the same for her.

I checked with Ross and he suggested forwarding this to you.

Thanks,

Sharon Allison, Engineering Specialist

952-826-0449 | Fax 952-826-0392

<image002.png> SAllison@EdinaMN.gov | www.EdinaMN.gov

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



Heather Branigin

From: Bildsten Roger <rogerbildsten@gmail.com>
Sent: Monday, July 06, 2015 3:55 PM
To: James Hovland; Scott H. Neal; Edina Mail
Subject: Arden Park Road Reconstruction

I am writing to express disappointment with the City of Edina's handling of the installation of a power box on 51st Street between Arden and Juanita Avenues.

The box was installed last week without advance consultation. It is highly visible from Arden Avenue, Juanita Avenue, and 51st Street (photo attached). The box is 5' tall (apparently so that Xcel's meter reader doesn't have to bend over to see it) on top of a concrete slab. It is an industrial eyesore in the middle of a residential street with considerable pedestrian traffic going to and from the 50th & France area.

We have lived at 5100 Juanita Avenue for over 30 years. With a little effort and collaboration this box could have been placed more discreetly to the benefit of all concerned, even on our property. Why couldn't the city have communicated with us in advance and involved us?

Wise urban planning should be a component of Edina's Living Streets plan. Communication with residents about important changes should be a part of good governing. I believe that Edina's handling of this power box reflects poorly on city government and should be remedied.

Sincerely,

Roger Bildsten

Roger Bildsten
rogerbildsten@gmail.com
+1 612 308 9900



Heather Branigin

From: Donna Romanow <jmrdkr@me.com>
Sent: Monday, July 06, 2015 11:20 PM
To: Edina Mail
Subject: Grandview project

I respectfully request that the council reconsider the direction you are going in with this project and instead support a recreation/fitness based community center, a true community center for all at Grandview.

Sincerely,

Donna romanow
5416 Stauder circle
Edina

Heather Branigin

From: Hagemo, Brenda M <brenda_hagemo@optum.com>
Sent: Tuesday, July 07, 2015 11:11 AM
To: Edina Mail
Subject: Community Center - Fitness -recreation

Please support a recreation/fitness based community center, a true community center for all at Grandview. We are certainly behind all of the suburbs in not supporting this.

Thank You,
Brenda Hagemo
4921 Ridge Rd.
Edina, MN 55436

Brenda Hagemo | Optum Technology
Storage Capacity Management & Optimization Team

6150 Trenton Lane N, Plymouth, MN 55442, USA
T +1 763-744-3158

brenda_hagemo@optum.com
www.optum.com



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Heather Branigin

From: Jennifer Janovy <jjanovy@outlook.com>
Sent: Tuesday, July 07, 2015 12:13 PM
To: Mary Brindle (Comcast); James Hovland; Bob Stewart; ann swenson swenson; Kevin Staunton
Cc: Edina Mail; Cary Teague
Subject: please reconsider affordable housing policy

Dear city council members:

It is possible to support affordable housing without offering density bonuses and TIF assistance. This policy if adopted will facilitate exactly the kind of developments that many Edina residents oppose.

The policy will also do little to address the ongoing need for affordably priced housing. Let's say that over the next five years, 212 units of affordable housing are added and that developers are required to keep those units affordable for 15. What happens to the people needing affordable housing when their units covert to market rate?

This policy, with its emphasis on supporting projects that include only 20% affordable units, simply isn't sustainable. If 212 affordable units represent 20% of overall units, then 1,060 new units will need to be added. This would be on top of the >1,000 units recently completed on in process.

Edina is projected to add 5,400 new residents by 2040. If you take the 1,060 new units that would be supported by this policy, add the >1,000 units recently completed or in process, and assume just two people per unit, Edina will add 4,200 new residents by 2020. That's almost 80% of the total population increase expected by 2040.

If in 15-20 years, the city needs to add affordable units (at 20% per development) to replace the affordable units that cease being affordable, Edina's population before 2040 will exceed the 2040 projection. As public costs increase along with population, what are your plans? Remember, if TIF districts are created, the incremental taxes will not be available to fund essential public services for up to 26 years (long after some the units supported by TIF have ceased to be affordable).

The proposed policy treats affordable housing as a concession. The developer will concede 20% affordable units for a limited time period. The city will concede density bonuses and incremental taxes. This same concession will be forced on other taxing authorities, such as school districts and the county, through TIF.

It is possible to craft an affordable housing policy that focuses on longterm affordability and single family homes (which so many people who are in need for affordably priced housing would greatly prefer).

Two other thoughts:

The policy references Edina Housing Foundation. Although the city council appoints the Foundation's board of directors, the Foundation is a separate entity. The statement: "The Edina Housing Foundation will consider providing financial assistance to new housing projects that include at least 20% of the total units for affordable housing" belongs in a Housing Foundation policy rather than city council policy.

The policy supports using TIF funds to support housing projects that include affordable units. The Edina HRA is, as a rule, the TIF authority. Although city council members have assumed positions as HRA commissioners, the HRA is a legally separate entity. How TIF funds are spent is an HRA decision. The statement: "The City will consider Tax Increment

Financing for projects that include at least 20% of the total units for affordable housing" demonstrates the blurry line that exists between the Edina city council and Edina HRA.

In the end, who will this policy will really benefit? I don't believe the primary benefit will go to those who need more affordably-priced housing. That's a shame. If you truly support affordable housing, please take a step back and give this further thought.

Thank you.

Jennifer Janovy

Heather Branigin

From: Steve & Jennifer Halgren <halgren.edina@gmail.com>
Sent: Tuesday, July 07, 2015 12:31 PM
To: Edina Mail
Subject: GrandView development

Dear City Council Members:

I am so envious of friends in Chaska, Minnetonka, and Chicago's north shore suburbs who work out at their neighborhood fitness centers. Sometimes they meet neighborhood friends there and then go for a frou-frou coffee or Kale salad afterwards.

And then the older citizens who go to these neighborhood fitness centers get to mingle with neighbors of different ages! (It's a few years away for me considering I'm 51, but the one and only thing that turns me off about senior housing is that I would like to be around people of different ages when I'm old - not just seniors, my visiting relatives, and the younger people I might see in the periphery but not really interact with.)

I take drawing at the Edina Art Center. I am so thankful for that. I love theater and music and patronize the Orpheum, State, Guthrie, and Jungle theaters as well as other venues including EPAC. (Did you know Minneapolis has more theater seats per capita than any other metropolitan city in the United States?) I am so thankful for that.

I just really wish we had a neighborhood recreation and fitness center. It feels like a gaping hole.

Sincerely,

Jennifer N. Halgren
6200 South Knoll Drive
Edina