

REPORT / RECOMMENDATION



To: MAYOR & COUNCIL

Agenda Item #: VIII. A.

From: Debra Mangen
City Clerk

Date: September 3, 2013

Subject: Correspondence

Action
Discussion
Information

Action Requested:

No action is necessary.

Attachment:

Attached is correspondence received since the last Council meeting.

Deb Mangen

From: Mertyce Mrvos <mertyce@gmail.com>
Sent: Wednesday, August 28, 2013 8:19 AM
To: Edina Mail
Subject: Thank you!

Mayor Hovland,

Thank you for speaking on behalf of Edina residents at the community forum last night. Our beautiful home sits along Minnehaha Creek AND directly under one of the proposed new paths. We cherish our outdoor space and the Edina community. Our family's and our community's quality of life would be adversely affected if RNAV is fully implemented. We appreciate your concern and action on this matter.

Warm Regards,
Mertyce Mrvos and Timothy Sudeith
5004 Bruce Avenue

Deb Mangen

From: LOIS RING <llrdesigns@msn.com>
Sent: Tuesday, August 27, 2013 11:41 AM
To: Lynette Biunno
Cc: Hafed Broussada; Michael Frey; Kim Montgomery; Bill McCabe; Bill Neuendorf
Subject: Grandview Community Advisory Team Meeting Tonight

Edina City Council and Mayor Hovland,

I hope that you will rethink this decision and add a member from the arts community. I am unable to attend these meetings but there should be someone from the arts represented in this important future development.

Thank you.

Lois Ring
7440 Edinborough Way

From: BNeuendorf@EdinaMN.gov
To: llrdesigns@msn.com; sneal@EdinaMN.gov
CC: hafedb@comcast.net; mfrey@EdinaMN.gov; kmschoolmail@aol.com
Subject: RE: Grandview Community Advisory Team Meeting Tonight
Date: Tue, 27 Aug 2013 16:21:18 +0000

Hi Lois,

While the City Council originally considered having a dedicated representative from the Edina Arts community, they ultimately decided to include broader voices from the community-at-large instead.

The Grandview CAT meets on the 4th Monday of each month from 7:00 to 8:30 PM. The next meeting is Monday, September 23rd. You are certainly welcome to attend any of these meetings, as they are open to the public.

In the future, I imagine that 'arts and culture' will be an agenda topic. Let's keep in touch!

Bill



Bill Neuendorf, Economic Development Manager

952-826-0407 | Fax 952-826-0390 | Cell 952-491-1143

BNeuendorf@EdinaMN.gov | www.EdinaMN.gov

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

From: LOIS RING [<mailto:llrdesigns@msn.com>]
Sent: Monday, August 26, 2013 12:03 PM
To: Bill Neuendorf

Cc: Hafed Broussada; Michael Frey; Kim Montgomery
Subject: RE: Grandview Community Advisory Team Meeting Tonight

Hello Bill,

Is there a representative from the Arts Community on this team and if not can someone be appointed? My recollection is that there is no one from the Arts Community.

Please send this on to the City Council and the Mayor.

Thank you.

Lois Ring

From: InTouch@intouch-email.com
To: LLRdesigns@msn.com
Date: Mon, 26 Aug 2013 10:08:26 -0500
Subject: Grandview Community Advisory Team Meeting Tonight

The Grandview Community Advisory Team will meet from 7 to 8:30 p.m. tonight, Monday, Aug. 26, in the Community Room at Edina City Hall, 4801 W. 50th St.

The purpose of the Grandview CAT is to review and discuss steps to implement the 2012 Grandview Development Framework. Agenda items include: Tax Increment Financing (TIF), Studies & Data needed prior to redevelopment and the general framework of an RFI.

Contact Economic Development Manager Bill Neuendorf, 952-826-0407 or bneuendorf@EdinaMN.gov, with any questions.

Visit www.EdinaMN.gov to update your City Extra e-mail subscriptions.

Deb Mangen

From: courtney Kiernat <courtneyck@comcast.net>
Sent: Tuesday, August 27, 2013 9:27 AM
To: Edina Mail
Subject: LRT Done Right- Please read before Wednesday CMC meeting
Attachments: PastedGraphic-5.pdf

Dear Edina Mayor Jim Hovland,

First, thank you for taking the time to explore solutions to the SWLRT and freight rail co-location problem. We appreciate your leadership on this issue.

The Southwest commuter rail line will primarily bring benefits to your communities, and the many betterments proposed will enhance the quality of life for your residents. As the commuter train passes through Minneapolis, we expect the same level of consideration that is being extended to your communities, our suburban neighbors.

In Minneapolis, the Kenilworth Greenway is first and foremost a regional asset for hundreds of thousands of Minnesotans, including members of your communities, for bicycle commuting and recreation, but it is also an important part of the quality of life for urban residents. Our communities have been asked and are willing to sacrifice the quality of our neighborhoods, recreational and commuter trails for the SWLRT. However, to be asked to carry the burden of two rail systems in our limited greenway, through residential neighborhoods is simply asking too much. These two rail systems do not fit together anywhere in the Kenilworth Greenway.

During earlier phases of the planning process, suburban communities refused to use HCRRA-owned right-of-way for SWLRT. They wanted to preserve neighborhoods and recreational green space as well as to enhance transit oriented development opportunities. The Policy Advisory Committee agreed, and a new alignment was created at an estimated additional cost of about \$300 million.

Though it also provides recreational green space through residential neighborhoods with little development potential, the same policy committee then chose Kenilworth as their Locally Preferred Alternative (LPA) alignment in Minneapolis. Though some alternatives were explored, an alignment that better met the goals of the project was not developed. Further, the Kenilworth alignment had existing freight rail that required relocation. The committee knew that substantial funds would be required to address the freight issue, yet no funding provisions were made.

Our communities should not be required to carry the burden of poor planning. The shallow tunnel is unacceptable; it constitutes colocation and causes significant destruction of vital and limited urban green space. Colocation creates considerable environmental, livability, cost, and safety concerns. We understand that the deep tunnel has significant cost associated with it, but it is the only workable alternative outside of reconsidering the Locally Preferred Alternative alignment.

Sincerely,
Courtney Cushing Kiernat, Julie Sabo, Judy Meath
On Behalf of LRT Done Right

Courtney Cushing Kiernat
courtneyck@comcast.net
612-865-5048

Deb Mangen

From: Keith Wolf <kwolf@modernclimate.com>
Sent: Monday, August 26, 2013 9:02 PM
Subject: RNAV - and your support through a community-based solution

Good evening. I am sending this note because of your influence and ability to lead a community's voice in important matters. Such is the case with the MSP Airport and the proposed traffic patterns. As a resident of SW Minneapolis for the past 10 years, I believe that we help shape and endure the qualities that make our city so coveted. I believe in the approaches outlined by MSP Fair Skies and I hope you do too.

Please stand stall for us, as we have for you.

My family and I thank you for your support.

Keith Wolf,
Kingfiled neighborhood

Deb Mangen

From: Gretchen Moore <gretchmoore@hotmail.com>
Sent: Monday, August 26, 2013 8:51 PM
To: Edina Mail
Subject: Minneapolis Lightrail and Greenway Concerns

Mayor Jim Hovland

City of Edina

edinamail@ci.edina.mn.us

Dear Mayor Hovland:

As an Edina resident, I am writing to ask that you protect the Kenilworth Greenway from co-location of freight rail and LRT. The Kenilworth Greenway is a regional trail used by nearly one million users, including Edina commuters and families.

I understand that the SWLRT project is important for the city of Edina and surrounding areas but please don't allow it to be built at the expense of a regional treasure that once gone is lost forever. Please consider other options including a deep tunnel or a re-examination of the alignment that allows Edina residents the opportunities of LRT but not the destruction of regional resources.

Sincerely,

Gretchen Moore

4234 Alden Drive

gretchmoore@hotmail.com

Deb Mangen

From: Michael-K <michael3442@yahoo.com>
Sent: Monday, August 26, 2013 5:26 PM
To: Edina Mail
Subject: Airplane Noise Meeting - Tues. 5:30

Mayor and Council Members:

Please see the linked message for information on this important meeting. While taking place in Mpls., all concerned with airplane noise are welcome to attend.

<http://forums.e-democracy.org/groups/mpls/messages/topic/3VA3wdUEirBqaZWLaZj21#posta-bottom>

Also, you may wish to note that the linked message is posted on the Mpls. e-democracy forum which has proven to be of exceptional value in connecting neighbors to neighbors. In addition to the Mpls. forum, there are many neighborhood forums as well. If this interests you, you may wish to navigate to the forum's home page and view the Standish/Erickson forum as a good example of how neighbors use this service. Making Edina residents aware of this form of connecting neighbor to neighbor would be of great value in discussing issues such as airplane noise.

Michael Kehoe
South Mpls. Noise Activist

Deb Mangen

From: Bill Weber <bweber@spscompanies.com>
Sent: Monday, August 26, 2013 2:46 PM
To: Edina Mail
Subject: St. Louis Park Re-Route

Mayor Hovland:

We are a business in St. Louis Park that will be affected by a re-route of the freight trains. I appreciate you taking the time to try and keep all eight of the freight rail options on the table for the Southwest Planning Office. I am at a loss as to why the bike path is not re-routed thus saving homes, businesses and about \$180M, but keeping all options on the table forces the Met Council to justify a decision.

Thanks,

Bill Weber
SPS Companies, Inc.

Deb Mangen

From: Broom, Sean <Sean.Broom@mail.house.gov>
Sent: Friday, August 23, 2013 1:20 PM
To: Broom, Sean
Cc: Mandelman, Elizabeth
Subject: RNAV Public Forum 8/27
Attachments: RNAV Forum 082713.pdf

Friends—

As a reminder, Tuesday 8/27 Congressman Ellison will be hosting a public forum about RNAV implementation at Minneapolis-St. Paul Airport. **We are extremely excited to have Representative Erik Paulsen joining us for the event.** In addition to Representative Paulsen the regional administrator for the FAA, Mr. Barry Cooper will be in attendance to listen to residents' concerns as will representatives from the MAC. Multiple state legislators have confirmed their attendance as well.

The purpose behind the forum is to provide community members a chance to have their voices heard about RNAV by their congressional representatives, their local representatives, and Federal administrators. The feedback we get from this forum will inform the correspondence between all of your representatives and the FAA about future RNAV implementation at MSP.

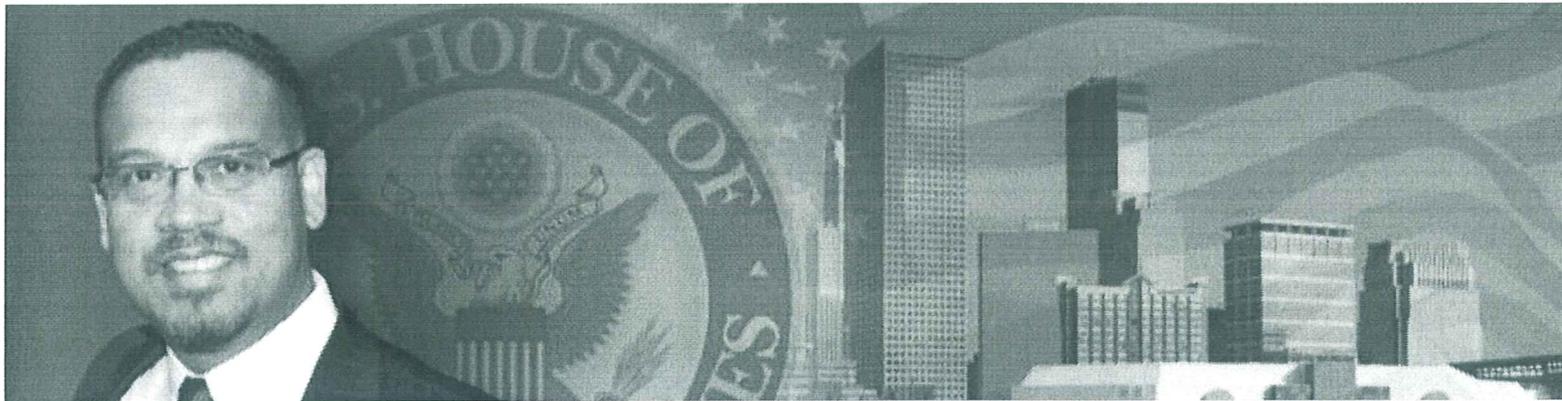
I've attached the flyer for the event to this email, feel free to share it with your networks and friends.

Sean Broom
Community Representative, District Scheduler
Congressman Keith Ellison (MN 05)
email: sean.broom@mail.house.gov
phone: 612-522-1212

Sign up for Congressman Ellison's e-newsletter!

Follow the Congressman on Twitter and Facebook by clicking the links below:





**Congressman Keith Ellison invites
you to a forum to discuss
implementing RNAV at
Minneapolis-Saint Paul Airport**

RNAV is technology used by airports and airlines to direct airplane flight patterns through our communities

**What it means for you, your family, and
your community**

Tuesday – August 27, 2013

5:30-7:00 PM

**Washburn High School
201 W 49th St, Minneapolis, MN 55419**

If you have any questions about this event, please call (612) 522-1212.

Deb Mangen

From: Katie Lund <katrinalund99@yahoo.com>
Sent: Friday, August 23, 2013 10:26 AM
To: Edina Mail; jonibennett12@comcast.net; Mary Brindle (Comcast); joshsprague@edinarealty.com; swensonann1@gmail.com
Subject: Indian Hills subdivision

City Council Members,

We are so privileged and elated to live in Edina, Mn. Edina has so much to offer. The best public school system in the state, and a great support system within the community. Every neighborhood in Edina adds it's own uniqueness to the people who live here. some areas have small ponds outside their backyards, others have lakes and wildlife, and live within 10 minutes to downtown Minneapolis, and the Mpls-St.paul airport.

Our Indian hills neighborhood is set back among small forests and wildlife. It is unique in it's own way, because of the big lots that have more privacy from it's neighbors. My husband and I have lived here 40 years and would hate to see this beautiful area slide into subdivision. Why should we has a community destroy something so special. please don't let this happen and veto no to this legislation.

Thank you

Mary k. Lund

Deb Mangen

From: Peyton Robb <to-from@att.net>
Sent: Friday, August 23, 2013 8:50 AM
To: Edina Mail
Subject: Tree Damage

Mayor Hovland:

Jim, I left a voice mail for Neil on Tuesday about a right-of-way tree branch that fell across my driveway, I would like the big pieces to be pick-up and disposed of by the city. The city forester came by on Wednesday and said the City policy does not allow for that and it was my responsibility to dispose of the debris. I only am requesting that the large pieces be picked up and I have taken care of the rest. The branch was completely blocking my driveway with parts in the sidewalk. This tree is the silver maple we looked at two years ago when I predicted that there would be trouble with it's health in the next few years because of the sidewalk root installation and the disruption of major roots(I did show the forester a portion of a large root I saved from the sidewalk installation process). This limb which fell at 5:30 am 8/20/13 with no wind or rain is a result of the disruption of the Silver Maple root system by the city. It is not my responsibility. Please review and let me know what the city's position will be. Thanks

Peyton Robb
4812 Valley View Rd
Edina, MN 55424
612-669-2488

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;

Deb Mangen

From: A. Selden <aselden@briggs.com>
Sent: Thursday, August 22, 2013 3:37 PM
To: Edina Mail
Subject: Country Club neighborhood traffic safety

I am writing to ask that the City consider removing ALL of the "STOP" signs in the Country Club neighborhood.

The reason for this is that (1) drivers' compliance is near zero (except in rare cases where conflicting traffic movements force a full or nearly-full stop, and sometimes, but not always, when a pedestrian is in a crosswalk), (2) the Edina Police Department appears to have abandoned entirely any compliance enforcement efforts (I have even observed an Edina marked police cruiser roll through a neighborhood stop sign), and (3) the result is that the STOP signs create a false and deceptive illusion of safety especially for pedestrians, and the overall safety environment might actually be enhanced if everyone, drivers and pedestrians alike, was left to his or her own devices at neighborhood intersections. Putting up traffic control devices that are almost universally ignored and are almost never enforced also fosters disrespect for the law generally.

To illustrate the ubiquity and severity of the problem, I invite any or all of you (perhaps with Chief Long accompanying us) to join me on foot at any Country Club intersection of your choice with STOP signs, any afternoon, for 30 minutes or more to observe driver behavior at these signs.

Respectfully,
Andrew Selden
4115 Sunnyside Road
Edina
952.926.5373

Deb Mangen

From: Jonathan Dworin <dwori001@umn.edu>
Sent: Thursday, August 22, 2013 1:48 PM
To: Edina Mail
Subject: Discussion about Southwest LRT and Talent Attraction

Hello Mayor Hovland,

It was great speaking with you this morning at our MSP Competitiveness Project advisory committee meeting. In light of today's discussion, do you have any available times next week to discuss the role that the Southwest LRT plays in talent attraction? I have been looking at the talent issue quite a bit this summer and think that transit will certainly play a defining role. Are you available next Monday (afternoon) or Thursday to discuss further? I can also be available in the early morning those days as well, if that works better for you. I look forward to hearing from you soon.

Cheers,

Jonathan Dworin

Deb Mangen

From: Chris Luke <chris@fostar.com>
Sent: Thursday, August 22, 2013 1:38 PM
To: Edina Mail
Cc: Jon Foster
Subject: Support Co-Location

Dear Mayor Hovland,

I want to thank you for your efforts on the Corridor Management Committee. Your calls to know the pros and cons of all eight freight rail options is important to the entire metro area, but especially important to the residents of St. Louis Park.

As you are well aware, four of the six co-location options were shelved because of property acquisitions, above grade structures and community opposition. Despite repeat requests by St. Louis Park residents for fair and equal treatment by the Southwest Planning Office (SPO) the Brunswick Central relocation option remains on the table.

My concern is that if co-location is chosen and then in a few months it is determined that the tunneling options are technically impossible, the Met Council, with no other options on the table, will consider Brunswick Central the only option. The children and community of St. Louis Park need to be treated with the same respect as all the other communities on the SWLRT line and your request for more information has that effect.

We also wish to convey and express our deep frustration and concern of the proposed relocation. We recently spend the last seven months remodeling commercial property at 6301 W. Lake Street. We devoted many hours and substantial funds to learn one month before moving into our space that the property could be acquired with one of the options. The existing Freight Rail route is truly the safest, less-intrusive option for our community.

Again, thank you for your efforts,

Best Regards,

Chris Luke

Direct: 952-905-3109

Website: www.fostar.com

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Jon Foster

952-905-3100



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From: Dan Carr <venture_conference@collaborative.net>
Sent: Thursday, August 22, 2013 10:31 AM
To: Edina Mail
Subject: Announcing the 27th MN Venture & Finance Conference on Oct 10

MINNESOTA'S PREMIER EVENT FOR ENTREPRENEURS AND INVESTORS

27th Annual **Minnesota Venture & Finance Conference**

Hosted by:  **The Collaborative**
Helping to Build Minnesota Companies Since 1987

 **MVCA**
Minnesota Venture & Finance Conference

October 10, 2013

[Register Now](#)

Dear Jim,

I am writing today to tell you about the **27th Annual Minnesota Venture & Finance Conference**, which will be held at the Minneapolis Convention Center on **October 10, 2013**. This event has become one of the strongest such conferences in the country when measured by attendance and capital raised by presenting companies. Over \$3.9 *billion* in capital has been raised by past conference presenting companies, who have also raised more than 70% of all capital invested in the last 10 quarters.

This year's event maximizes opportunity, visibility and value, featuring a dynamic and packed agenda in a high energy and efficient format.

• **Prominent speakers** (see below).

• **Companies:** Top MN up & comers will give 7-minute presentations (past presenters raised over half of all capital invested in Minnesota) — plus 30+ more in the Entrepreneurial Showcase. Notable in the 2013 presenter group is the mix of industries and stages, reflecting Minnesota's variety and also our strengths -- healthcare & medtech (Bloom Health, Kspine, Respicardia and more), technology (Jingit, DelaGet, BuyerCurious, MicroNet and more) -- also cleantech and other industries (Fitness on Request, Canopy, VaporLok Technology, Zivix and more). Past presenters at this conference have gone on to raise billions in additional capital and now employ thousands in the state.

• **Keynotes, Panels and Workshops:** What's Next, What's Real: Minnesota's Opportunities in Health, Cloud, Manufacturing & Enterprise/Tech • Innovation Finance in 2013: PE, VC, Kickstarter, Angels & More • Positioning the Company for Financing • Capital Raising Under the JOBS Act: One Year Later • VC and Angel Financing: Tax Credits & More • IP, Due Diligence and Financing: Investor's and Entrepreneur's Guide • and more

[Click here](#) to view our agenda, panels, workshops, keynotes, speakers and presenting companies.

[Click here](#) to register.

Speakers include CEOs, VCs, angels and top-notch executives and experts:

- **Governor Mark Dayton** – CEO of the State – Opening Address
- **Dan Starks**, CEO, **St. Jude Medical** – World Leading Medical Technology Company – Luncheon Keynote
- **Brad Cleveland**, CEO, **Proto Labs** – \$150 Million MN Manufacturer; \$1.7 Billion Market Cap
- **Chuck Mooty**, Chairman, **Fairview Health Services** – Chair of Large MN Healthcare Provider
- **Katie Clark Sieben**, Commissioner, **Minnesota DEED** – Heads MN's Economic Development Agency
- **Archie Black**, CEO, **SPS Commerce** – \$100 Million Supply Chain SaaS Firm; \$950 Million Market Cap
- **Leslie Frécon**, CEO, **LFE Capital** – Niche Growth Equity & Venture Investor
- **Michael Gorman**, Managing Director, **Split Rock Partners** – Veteran MN Technology VC
- **Ben Edwards**, Co-Founder, **SmartThings** – Bringing the Web to Everyday Things; Funded on Kickstarter
- **Joy Lindsay**, President, **StarTec Investments** – Active MN Private & Angel Investor
- **Rick King**, COO, Technology, **Thomson Reuters** – Global Information Powerhouse; Large MN Tech Presence
- **Kathy Tune**, Partner, **Thomas McNerney & Partners** – MN Medtech Investor & Advisor
- **James Burgum**, Managing Partner, **Arthur Ventures** – Active Midwest Venture Investor
- **Todd Solow**, Partner, **Norwest Equity Partners** – MN's Largest Private Equity Firm
- **Greg Glarner**, Venture Partner, **Affinity Capital Management** – MN Healthcare & Medtech Investor
- **Lisa Crump**, CEO, **Cairn Ventures** – Angel Investor & Co-Founder, **Stratasys**
- **Mark Pihlstrom**, Partner, **Faegre Baker Daniels** – Entrepreneurial & Corporate Advisor
- **Barb Rummel**, Partner, **Lindquist & Vennum** – Veteran Corporate & Transaction Attorney
- **Patrice Kloss**, Partner, **Oppenheimer Wolff & Donnelly** – Veteran Capital & Corporate Attorney
- **Steve Lundberg**, Shareholder, **Schwegman Lundberg & Woessner** – Active Intellectual Property Attorney
- **Jeff Saunders**, Partner, **Dorsey & Whitney** – Veteran Healthcare & Transaction Attorney
- **Ed Spencer**, Chairman, **Affinity Capital Management** – Veteran MN Healthcare VC; 2013 MVCA President
- **Dan Carr**, CEO, **The Collaborative** – 25+ Years Serving Growth Companies & Investors
- **And More!**

In addition to our panels, workshops and presenting companies, our conference features an additional 30+ companies in the

Entrepreneurial Showcase. The Showcase runs the full day of the conference and qualifying companies receive a brief podium presentation/introduction, a full profile of their company in the materials, a showcase table throughout the event—and there's no extra cost (beyond the standard attendance fee) to participate. Just fill out the showcase application to apply. [Click here](#) for more information.

To register, [click here](#).

Ways to Save:

- 1. Early Registration:** Register by September 26th and save \$200 off the on-site rate.
- 2. Team Discount:** 50% off additional employees from the same company - Register your team and save! (full-time employees only; see website for details).
- 3. Not a member?** Join now and save! Members of The Collaborative save an additional \$200.

I look forward to seeing you at this year's conference.

Dan Carr
President, The Collaborative

P.S. - Please forward this message among your investor and entrepreneurial contacts who would benefit from this valuable event—it promises to once again be the best source of financing information and networking for growing companies in Minnesota this year (Over 375 entrepreneurs, investors and executives attend each year).

2013 MN Venture Finance Conference Planning Committee

Buzz Benson, Managing Director, SightLine Partners
Dan Carr, President, The Collaborative
Lisa Crump, CEO, Cairn Ventures
Tom Erickson, Co-President and Director, First Green Partners
Michael Gorman, Managing Director, Split Rock Partners
Jeff Hinck, General Partner, Icon Venture Partners
Jodi Hubler, Managing Director, Lemhi Ventures
Joy Lindsay, President, StarTec Investments
Pete McNerney, Managing Partner, Thomas, McNerney & Partners
Kirk Nielsen, Managing Director, Versant Ventures
Vance Opperman, CEO, Key Investment
Ed Spencer, Jr., Founder and Chairman, Affinity Capital Management; 2013 President, MVCA
Dave Stassen, Managing Director, Split Rock Partners
Gordon Stofer, Managing Partner, Cherry Tree Investments

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10 South 5th Street, Suite 415, Minneapolis MN 55402

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Deb Mangen

From: World Wildlife Fund <ecomments@wwfus.org> on behalf of Mary Jo Straub <mjostraub@comcast.net>
Sent: Thursday, August 22, 2013 9:18 AM
To: Edina Mail
Subject: Enroll our Community in the 2013 Earth Hour City Challenge - From mjostraub@comcast.net

Aug 22, 2013

Mayor James Hovland
4801 West 50th Street
Edina, MN 55424-1330

Dear Mayor Hovland,

This message was sent from mjostraub@comcast.net

Thank you for your efforts to improve our community. As a resident, I am writing to express my deep concern about the threat that the impacts of climate change pose to our community.

That is why I urge you to enroll our community in World Wildlife Fund's Earth Hour City Challenge (<http://worldwildlife.org/citychallenge>), which offers a platform to recognize and reward cities for the work they do. The City Challenge builds on the annual Earth Hour event where millions around the globe turn out their lights for one hour in a call for action to protect the planet.

All cities that share their sustainability efforts through the Earth Hour City Challenge will be publicly recognized and have a chance to compete for one of three \$30,000 grants and be crowned an Earth Hour Capital!

Learn more and enroll our city at
<http://worldwildlife.org/citychallenge>

Participating in this initiative can help raise the profile of our existing sustainability efforts and encourage us to do even more to advance renewable energy and prepare for climate change. I sincerely hope you will visit the website and take advantage of this great opportunity.

Sincerely,

Ms. Mary Jo Straub
4520 Andover Rd
Edina, MN 55435-4032

Deb Mangen

From: Katie Sparrow <katiesparrow@comcast.net>
Sent: Wednesday, August 21, 2013 7:53 PM
To: Edina Mail
Subject: Please protect the Kenilworth Greenway

Mayor Jim Hovland
City of Edina
edinamail@ci.edina.mn.us

Dear Mayor Jim Hovland:

As an Edina resident, I am writing to ask that you protect the Kenilworth Greenway from co-location of freight rail and LRT. The Kenilworth Greenway is a regional trail used by nearly one million users, including Edina commuters and families.

I understand that the SWLRT project is important for the city of Edina and surrounding areas but please don't allow it to be built at the expense of a regional treasure that once gone is lost forever. Please consider other options including a deep tunnel or a re-examination of the alignment that allows Edina residents the opportunities of LRT but not the destruction of regional resources.

Sincerely

Katie Sparrow
5301 Oaklawn Ave, Edina, 55424
katiesparrow@comcast.net

Deb Mangen

From: Sharon Lehrman <sharonlehrman@yahoo.com>
Sent: Wednesday, August 21, 2013 7:01 PM
To: Edina Mail
Subject: freight reroute

Dear Mayor Hovland,

I want to thank you for your efforts on the Corridor Management Committee. Your calls to know the pros and cons of all eight freight rail options is important to the entire metro area, but especially important to the residents of St. Louis Park.

As you are well aware, four of the six co-location options were shelved because of property acquisitions, above grade structures and community opposition. Despite repeated requests by St. Louis Park residents for fair and equal treatment by the Southwest Planning Office (SPO) the Brunswick Central relocation option remains on the table.

My concern is that if co-location is chosen and then in a few months it is determined that the tunneling options are technically impossible, the Met Council, with no other options on the table, will consider Brunswick Central the only option. The children and community of St. Louis Park need to be treated with the same respect as all the other communities on the SWLRT line and your request for more information has that effect.

Again, thank you for your efforts,

Sharon Lehrman, MPH, RDN, LD
Registered and Licensed Dietitian Nutritionist
President, Minnesota Academy of Nutrition and Dietetics (MAND)
Nutrition, Health, and Wellness
2610 Vernon Ave S
St. Louis Park, MN 55416
952-412-5738 mobile
sharonlehrman@yahoo.com
www.NutritionHealthandWellness.com
<http://www.linkedin.com/in/slehrman>

Deb Mangan

From: Rick Windham <rick.windham@aol.com>
Sent: Wednesday, August 21, 2013 10:11 AM
To: James Hovland; Brian Olson; Jeff Frahm; Scott Neal
Cc: Chad Millner
Subject: RE: New Street Driveway

I want to thank all of you for being responsive to my inquiry. Chad Millner came by and explored the idea of creating a path across the property to better link the neighborhood and while I thought that may be a good idea for the future, we have decided to postpone that decision. He did however just called and told me that the driveway entrance would be left intact, which is just what I was requesting.

Thank you again for being citizen friendly.

Rick Windham
952-938-8591

From: Rick Windham [<mailto:rick.windham@aol.com>]
Sent: Friday, August 16, 2013 10:58 AM
To: jhovland@edinamn.gov; bolson@edinamn.gov; jfracm@edinamn.gov; rick.windham@aol.com
Subject: New Street Driveway

I live at 6233 Belmore lane and have asked several times that my driveway entrance be left intact, (I have two entrances.) I have recently found that I have been turned down for this request and would like to escalate the issue.

My house sits on a large lot (approx. 200 ft square) and we have been in the house for 34 years in September. When we moved into the house there was a drive around the house that goes from a breezeway around the back of the house on a drive that was Class 5 crushed rock to the west side of the lot. The driveway was graded so that it is well defined. We use this driveway several times a year to move large items around the yard and a variety of other reasons. In addition our yard serves as a connection from the 400 block to the 300 block of John Street and walkers and bikers use the driveway to push strollers and other items while on a walk. The loss of the driveway will make this trail less convenient.

The driveway entrance is not cracked or in anyway in need of repair, it is only being replaced because in the word of someone on the project, there cannot be a driveway to nowhere. Well we use the driveway and in our opinion it should not be replaced, as we will now not be able to enter the yard as we have bee able to do for all these years. In fact in the next few weeks, we will be having a tree removed and if we do not have the entrance, we will incur additional expense to get the equipment that the tree service needs to remove the tree.

I would ask that the driveway be left in place, so that we continue to have access to our yard the way we always have.

Rick Windham
6233 Belmore Lane
952-938-8591

Deb Mangen

From: USCM/Cochran <actionalert@usmayors.org>
Sent: Wednesday, August 21, 2013 9:05 AM
To: Edina Mail
Subject: Invitation to Join the U.S. Coalition of Cities Against Racism and Discrimination and Register for Mayors' Day Thursday, September 12 During Empowerment Week in Birmingham
Attachments: US 10 point plan.pdf; MayorsEmpowermentWeekRegistration.pdf



THE UNITED STATES CONFERENCE OF MAYORS

1620 EYE STREET, NORTHWEST
WASHINGTON, D.C. 20006
TELEPHONE (202) 293-7330
FAX (202) 293-2352
TDD (202) 293-9445
URL: www.usmayors.org/uscm

To: The Mayor

From: Tom Cochran, CEO and Executive Director

As part of our activities in Birmingham September 12, we will announce the U.S. Coalition of Cities Against Racism and Discrimination and release a 10-Point Plan of Action. That plan is attached. We invite you to sign onto it so that we can include you as a member of the U.S. Coalition of Cities and a signatory of the plan in the September 12 announcement. We also invite you to be with us in Birmingham on that day.

THE U.S. COALITION AGAINST RACISM AND DISCRIMINATION 10-POINT PLAN OF ACTION

The Conference of Mayors is working with UNESCO and the U.S. Department of State to establish the U.S. Coalition of Cities Against Racism. This Coalition will be part of the International Coalition of Cities Against Racism, which is a global network of cities interested in working together to improve their policies to combat racism, discrimination, xenophobia, and exclusion. To date, the United States has not participated in this effort. UNESCO has asked the Conference of Mayors to organize the U.S. Coalition and serve as its secretariat.

The 10-Point Plan of Action was drafted by a working group of Conference of Mayors leaders immediately prior to our recent Leadership Meeting in Park City and presented to the Leadership Meeting by Houston Mayor Annise Parker, Chair of our Criminal and Social Justice Committee. The mayors at the leadership meeting concurred with the plan and it is now being sent to mayors so that you can join the U.S. Coalition of Cities Against Racism by signing onto the 10-point plan, thereby committing to carry out the action steps it calls for.

Please go to <http://usmayors.org/10-PointPlan> to join the U.S. Coalition of Cities Against Racism and sign onto the 10-Point Plan. Please note that you do not have to attend the Birmingham meeting to sign onto the Plan.

MAYORS' DAY IN BIRMINGHAM, SEPTEMBER 12

Birmingham Mayor William A. Bell, Sr. has invited all mayors to be with him in Birmingham during September 11-15 to participate in Empowerment Week which will commemorate the 50th anniversary of the bombing of the 16th Street Baptist Church which killed four young girls as well as Birmingham's civil rights movement of 1963.

Thursday September 12 will be mayors' day and will feature two panel discussions by mayors in the 16th Street Baptist Church – one on Reaching Economic Justice, the other on Building Tolerance. The U.S. Conference of Mayors Vice President Sacramento Mayor Kevin Johnson will preside at the events. Among the mayors participating in the panels will be Conference of Mayors Past President Michael Nutter of Philadelphia, Paul Soglin of Madison, Marilyn Strickland of Tacoma, Mitch Landrieu of New Orleans, Chris Cabaldon of West Sacramento and Greg Fisher of Louisville.

We will have a press conference in front of the Church following the panel discussions and then go across the street to the Civil Rights Institute for a luncheon with an address by Charleston Mayor and Conference Past President Joe Riley. The day will begin with a breakfast at the Westin Hotel.

Please go to <http://usmayors.org/Empowerment13> to register for the Birmingham meeting. Hotel information is also on that page. The number of rooms available is limited, so if you plan to attend please reserve your room as soon as possible. You will be able to reserve your room to stay on for other events during Empowerment Week. Mayor Bell will provide Mayors with access to all events. Please contact Mayor Bell's Chief of Staff, Chuck Fausch, at Erskin.Fausch@birminghamal.gov for information. Information on Empowerment Week is at 50yearsforward.com.

If you need any additional information, please feel free to contact the Conference's Public Safety Director Laura DeKoven Waxman at lwaxman@usmayors.org or (202) 489-7534.

To remove this e-mail address from this list, please go to <http://usmayors.org/contactme> and change your city's contact information accordingly.

From: Jean Colwell <jeancolwell13@gmail.com>
Sent: Tuesday, August 20, 2013 5:27 PM
To: Edina Mail
Subject: 54th Street construction

Mayor Hovland and City Council Members,

My husband Bryan and I attended the meeting last night regarding the reconstruction of 54th Street. We left that meeting with many unanswered questions and concerns which we hope will be fairly addressed over the next few months before any final decisions are made.

The overwhelming message that I heard at every table from residents was a desire to maintain the integrity of our neighborhood. No one that I talked to or listened to wants a wider street, with more signage, and blinking walk lights. The consensus seems to be to keep 54th as "quiet" of a street as possible, maintaining a "country like" feel and the charm our neighborhood currently has. I hope you heard that message too.

One of my big concerns were that there were a few gentlemen there who were quite vocal about the creek in regard to kayaking and canoeing. These men were not Edina residents and will not be assessed for this project. I do not think we need to consider the recreational needs of nonresidents who want to "shoot the rapids" at 54th street. Over the years this spot has been a very pleasant place to take neighborhood children to tube, or wade in the water.

Our personal concern is that the talk of additional bike lanes, sidewalks, and possibly street parking will greatly impact our home value by encroaching on our property.

Since the City of Edina may be receiving federal and state money for this project it seems that there must be certain perimeters met regarding bridge size, street width, signage, and speed limits. These question were asked and not answered.

We are aware that there are many stakeholders in this project and appreciate being able to be part of the process moving forward.

Jean and Bryan Colwell
5401 Oaklawn Ave S
Edina, MN.

July 16, 2013

Dear Sirs,

Fink, the service for

Clint was perfect -

Clint got to FV Southdale on
the 15th, had 5 blocked
heart arteries; on June 20
he had open heart ^{surgeon} to graph
4 arteries to heart; then on
June 28 (as he was ready
to leave FV) his colon
perforated + Clint had
a colon resection, so then,
finally to rehab at Masonic
on July 5 + then home
to 4917 Linden Ave on
July 12 - along road/corridor



Clint signed this
on June 28. I
misplaced it till
today. I'm so
sorry.

Your Edward.

Ambulance service
was the best!!
Thanks from the bottom
of our hearts.

Very sincerely,

Barbara Edwards

4917 Linden Ave
Edina MN 55424

952-922-4523
cell
612-812-2492

#132128

- Knaeble, DR.
- Ehmler, DRIVER

Great job!

Dave + Pete.

Marty



**Riley
Purgatory
Bluff Creek
Watershed District**

District Office
8080 Mitchell Road
Eden Prairie, MN 55344
Tel: (952) 294-5976
www.rileywd.org

Monday, August 19, 2013

To: Chair Susan Haign,
Keith Bogut,
James Brimeyer,
Comissioner Jan Callison,
Commissioner Gail Dorfman,
Mayor James Hovland,
Mayor Jeff Jacobs,
Bill James,
Brian Lamb,

Scott McBride,
Commissioner McLaughlin,
Mayor R.T. Rybak,
Mayor Terry Schneider,
Mayor Nancy Tyra-Lukens,
Peter Wagenius,
Comissioner Lisa Weik,
Cheryl Youakim



Dear Members of the Corridor Management Committee:

The Riley-Purgatory-Bluff Creek Watershed District (District) wants to bring to your attention some of our concerns with the current process the South West Light Rail Transit (SWLRT) is utilizing in making their decisions for alignments in the District. The District has not been asked to provide input at critical points in the process such as when alignments were removed as possibilities.

On December 14, 2012, the District staff was invited to meet staff from the SWLTR group to discuss the project that would go through the watershed. At the time of the meeting the District clearly stated that it wanted to maintain open communication channels with the SWLRT and that it was considering reinstating rules which would most likely be implemented prior to the project going out for permits.

On January 28, 2013, we received a communication requesting data from the District. On January 30, 2013, the District attended an e-builder workshop. During the workshop, the District was surprised that no aspect of natural resources were incorporated into the database. On March 13, 2013, we were contacted by the SWLRT letting us know that SEH would be contacting us shortly in regards to Phase 1 Environmental Site Assessment. We were only contacted May 30th.

On June 20th, the District was able to meet with Daren Nyquist (Public Outreach Coordinator) and Nani Jacobson (Assistant Director, Environmental and Agreements) and explained that the District was displeased to having been left out of communication in regards to rail alignments. As a result, the District was invited to and attended the initial wetland technical evaluation panel kick-off meeting on July 2nd. The District also asked to meet with the project engineers to learn more about the alignment details and their potential impacts on the water resources in the District. We met with the group on July 22nd. During that meeting, the District again stated their concerns that they were not included in communication regarding the potential rail alignments and impacts on natural resources. It also appeared that individuals in that meeting did not understand that the

Board of Managers

Mary Bisek
Minnetonka

Michael Casanova
Eden Prairie

Jill Crafton
Bloomington

Perry Forster
Eden Prairie

Kenneth Wencil
Chanhassen

Kelly M. Ryman
2170 Ridge Drive, #21
St. Louis Park, MN 55416
Phone: 952.646.3526
e-mail: kellym10@live.com

August 22, 2013

Mr. Jim Hovland
The City of Edina
4801 W. 50th St.,
Edina, MN 55424

Dear Mayor Hovland,

I want to thank you for your efforts on the Corridor Management Committee. Your calls to know the pros and cons of all eight freight rail options is important to the entire metro area, but especially important to the residents of St. Louis Park.

As you are well aware, four of the six co-location options were shelved because of property acquisitions, above grade structures and community opposition. Despite repeated requests by St. Louis Park residents for fair and equal treatment by the Southwest Planning Office (SPO) the Brunswick Central relocation option remains on the table.

My concern is that if co-location is chosen and then in a few months it is determined that the tunneling options are technically impossible, the Met Council, with no other options on the table, will consider Brunswick Central the only option. The children and community of St. Louis Park need to be treated with the same respect as all the other communities on the SWLRT line and your request for more information has that effect.

Again, thank you for your efforts,

Sincerely,


Kelly Ryman



— Original Message —

From: Edith Lesch

To: randy.johnson@co.hennepin.mn.us

Sent: Thursday, August 22, 2013 2:11 PM

Subject: Library 7001 York Ave. S. Edina, MN 55435

Dear Commissioner Johnson,

The albatross at 7001 York Ave. S. has served its purpose.

It's time to call the demolition folks.

I suggest that Hennepin County move its operation to the SOUTHDAL MALL, and turn the 7001 York Ave. S. back to the CITY OF EDINA.

Hennepin County can best serve the area residents from the MALL AT SOUTHDAL. Better access and parking, etc.

Massive housing is being constructed in part of the Southdale property, Hazelton Rd. and France Ave.

The new residents coming to that area could be better served in the SOUTHDAL MALL, and shouldn't have to look at the 7001 York Ave. building.

Sincerely,

Carlan Lesch



8/22/2013

Deb Mangen

From: robert tengdin <bob.dorothy@gmail.com>
Sent: Wednesday, August 21, 2013 3:37 PM
To: Edina Mail
Subject: Fwd: Deforestation

Hi Jim,
Nice to see you this morning. Thanks for looking into this.
Bob

Begin forwarded message:

From: Ann Compton <anncompton@comcast.net>
Date: August 17, 2013 9:07:25 AM CDT
To: bob.dorothy@gmail.com
Subject: Deforestation

Hi Bob,

Yesterday, I took a walk through the forested area behind the Ultan home, and I was shocked to see how Mr. Seed had taken the liberty to clear the forest behind Roselyn's backyard. I think what perplexes me the most is trying to understand his motive in wanting to clear an area that I don't think he can even see from his home. I also wonder how far he intends to go in clearing the forest. This is definitely a matter of concern for the neighborhood whose property abuts the forest and for the residents who walk the trails of this area.

It is my opinion now, Bob, that you should write the letter to the Edina Highlands neighbors as you can speak with more authority on the subject since it more directly affects your side of Lochloy. I think people might wonder why I am involving myself in something that doesn't directly affect me. I fully support and stand behind anything you and the others want to do regarding this issue. I took some pictures of the area which might be sent with the email to the neighbors so the can see for themselves the results of Mr. Seed's actions. I hope you can understand why I believe you will be more effective in presenting this to the Highlands group.
Ann











Deb Mangen

From: Robert Tengdin <rctengdin@allisonwilliams.com>
Sent: Wednesday, August 21, 2013 1:46 PM
To: Edina Mail
Subject: FW: Deforestation

Hi Jim,
Good to visit with you this A.M. Here is the material in e-mail form. Thanks for your attention to this matter that only seems to get worse!
Bob

Robert C. Tengdin
Chairman
Allison-Williams Company
(612) 333-3475 ext 108
rctengdin@allisonwilliams.com

Because of securities industry compliance, this message may be subject to monitoring and review by compliance personnel or securities industry regulators.

From: robert tengdin [<mailto:bob.dorothy@gmail.com>]
Sent: Monday, August 19, 2013 7:19 PM
To: Robert Tengdin
Subject: Fwd: Deforestation

Begin forwarded message:

From: Ann Compton <anncompton@comcast.net>
Date: August 17, 2013 9:07:25 AM CDT
To: bob.dorothy@gmail.com
Subject: Deforestation

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behind anything you and the others want to do regarding this issue. I took some pictures of the area which might be sent with the email to the neighbors so they can see for themselves the results of Mr. Seed's actions. I hope you can understand why I believe you will be more effective in presenting this to the Highlands group.

Ann













Deb Mangen

From: Peter <pwmo2001@aol.com>
Sent: Thursday, August 29, 2013 8:13 PM
To: Edina Mail
Subject: Edina trails, Again!

Mayor Hovland:

We met recently at City Hall for a public meeting on the Nine Mile Creek bike path . You were planning to run the path 15' from my neighbor Jim's back door. I am left with the impression from our conversation that you plan to proceed with changes to my neighborhood regardless of my opposition.

It's easy for people to speak in favor of a change to neighborhood access when they are not impacted by the change.

Based on how the discussions went with the bike trail for nine mile creek, I am concerned that the board is not truly interested in what the residents who are truly impacted my this are saying. It is not fair that the city

These changes disproportionately affect residents in my neighborhood. The electorate is tired of getting a form letter saying 'yes, we hear your concerns but the entire city of Edina wants this change.' I get the impression you just do not care what the residents think.

We bought our house factoring in the location of Fred Richards golf course. Our children have played on that course since they were old enough to play golf.

We did not buy our home hoping for more access to other areas of Edina. The police have told us that we are more secure because of limited access.

We are the constituents and we have a right to say what gets done with our neighborhood. The people who spoke in favor of the trail were all residing outside of our immediate neighborhood.

I have been told there is now a concern that people using the new path will be hit by golf balls. This would not be the case if you and the council had left things as they were.

Just because it is part of the comprehensive plan doesn't mean it is the right thing to do.

Sincerely,

Peter Moe
Sent from my iPhone

Deb Mangen

From: arthur higinbotham <ahiginbotham@msn.com>
Sent: Wednesday, August 28, 2013 12:47 PM
To: Edina Mail
Cc: Gail.Dorfman; peter.mclaughlin; peter.wagenius@ci.minneapolis.mn.us
Subject: FW: SW LRT Kenilworth Corridor-RR Agreement

Hon. Mayor James B. Hovland:

Attached is a link to an agreement between TC&W and St. Louis Park on relocation of freight rail dating to 1998 that I referred to after the SW Corridor Management meeting today.

Art Higinbotham

Date: Mon, 19 Aug 2013 18:38:49 -0500
Subject: SW LRT Kenilworth Corridor-RR Agreement
From: douglasjpeterson.djp@gmail.com
To: ahiginbotham@msn.com

Art -- The provision I showed you relating to termination of the railroad's use of the corridor is Section 5.3 (page 10) of the "August 3, 1998 Trackage Rights Agreement Twin Cities & Western Railroad Company" (Agreement) that is contained in "Appendix J, Railroad Operating Agreements" of the DEIS. The Agreement is the 3rd railroad operating agreement in Appendix J. Below is the link to that appendix. I was unable to copy and paste just the Agreement.

[http://metro council.org/Transportation/Projects/Current-Projects/Southwest-LRT/Publications-And-Resources/Environmental-Documents/DEIS/Published-DEIS/SW-DEIS-appJ-Railroad Operating Agreements.aspx](http://metro council.org/Transportation/Projects/Current-Projects/Southwest-LRT/Publications-And-Resources/Environmental-Documents/DEIS/Published-DEIS/SW-DEIS-appJ-Railroad_Operating_Agreements.aspx)

Doug

Deb Mangen

From: gekeenan1@mmm.com
Sent: Wednesday, August 28, 2013 1:04 PM
To: Edina Mail
Subject: R-NAV

Hello James;

I just left you a rather disjointed voicemail, so I am following up with this e-mail.

My name is Gretchen Keenan and I am a City of Sunfish Lake resident. I am also a former Ad-Hoc NOC Representative for the City of Sunfish Lake. In addition, my husband and I own a rental property in the City of Edina at 1583 Interlachen Blvd.

The reason I am contacting you is because I am aware that you, the Edina City Council and many members of the Edina community are actively monitoring and speaking out against the future implementation of R-NAV. My neighborhood in Sunfish Lake, which is very sparsely populated and therefore has a small "voice" in this issue, will also be directly impacted by R-NAV when instituted. However, unlike the City of Edina, the City of Sunfish Lake Mayor and City Council are not actively involved in this matter.

Therefore, I would like to know if there is any opportunity for some of the potentially affected residents of the City of Sunfish Lake to get involved with the City of Edina's efforts to keep R-NAV from being implemented as currently planned. If you do see an opportunity for cooperation, please contact me via e-mail or phone (work number below; cell 651-242-8770.)

Thank you in advance for your consideration of this request..

Sincerely;
Gretchen Keenan



Gretchen E. Keenan | Director of Regulatory Affairs
3M ESPE Dental Products
3M Center, 275-2W-08 | St Paul, MN 55144-1000
Office: 651 733 7605 | Fax: 651 736 1599
gekeenan1@mmm.com | www.3M.com

From: Crabtreejr@aol.com
Sent: Thursday, August 29, 2013 10:46 AM
To: Edina Mail
Subject: Minnehaha Woods - street reconstruction - observations

Dear Mayor Hovlund, Members of Council, City Manager

Mayor Hovlund requested that I forward the email below to him. I am sending it to all of you.

Sincerely

John Crabtree
5408 Oaklawn Avenue
Edina, MN 55424-1609
tel: 952-928-8434

Subj: Re: Minnehaha Woods - street observations
Date: 8/26/2013 10:16:18 AM Central Daylight Time
From: WHoule@EdinaMN.gov
To: Crabtreejr@aol.com
CC: ppasko@sehinc.com, tmuse@sehinc.com

Thanks John, I will have Paul or Toby with SEH get back to us with a response.

Wayne Houle, Director of Engineering
952-826-0443 | Fax 952-826-0392
Whoule@EdinaMN.gov<mailto:Whoule@EdinaMN.gov> | www.EdinaMN.gov<http://www.EdinaMN.gov>

On Aug 26, 2013, at 10:00 AM, "Crabtreejr@aol.com<mailto:Crabtreejr@aol.com>"
<Crabtreejr@aol.com<mailto:Crabtreejr@aol.com>> wrote:

To Wayne Houle,
Edina City Engineer

Dear Wayne

1. Introduction

At the meeting to discuss the reconstruction of 54th Street last monday, I asked about warranty work on the Minnehaha Woods street reconstruction. I said that I had seen apparent defects, including significant roadway cracks, which had not been marked for repair.

I have now completed a walk of the streets which were included in the project, namely Kellogg Avenue, Oaklawn Avenue, Brookview Avenue, Park Place, and Woodcrest Drive, between 54th and 56th streets. Also included were Kellogg Circle, Dever Drive, part of 54th Street at Park Place, 55th Street from Wooddale Avenue to Park Place, and part of 56th Street.

The things which I were looking for were :

- i) signs of roadway settlement
- ii) cracks in the asphalt
- iii) cracks in curbs and driveway concrete which was part of the project
- iv) settlement of curbs, particularly where there is a step from the top of one curb to the next. In some cases this is quite small, and these are noted as "slight" in the following notes. There is no doubt some type of standard which should be applied to this.

In addition I noted where there is noticeable damage to expansion joints.

2. Roadway Settlement

The checks were made by driving along the streets at night. Dips can be felt. They can be seen from changes in the light reflection. Roadway settlement was noticed across the road (unless otherwise noted) at:

5404 Kellogg Ave
5408 Kellogg Ave
5416 Kellogg Ave
5424 Kellogg Ave
5432 Kellogg Ave

5532 Kellogg Ave

5404 Oaklawn (marked for repair, but cut for one side of street only). Curb replacement done
5408 Oaklawn Avenue - repair ongoing. Curbs already replaced on both sides of street
5424 Oaklawn Avenue
5428 Oaklawn Avenue
5436 Oaklawn Avenue

5500 Oaklawn Avenue
5504 Oaklawn Avenue
5516 Oaklawn Avenue
5524 Oaklawn Avenue

5417 Brookview Ave
5437 Brookview Ave - east side only, NB new house construction

5427 Woodcrest Dr - east side only, other issues at same location - see below

3. Kellogg Avenue

5433 Kellogg - half of apron already replaced. Saw cut needs to be filled

5437 Kellogg - low spot in curb on section to the south of the path,
- curb settlement at joint nearest fire hydrant
- curb settlement either side of the storm drain, to the south of the house on 55th street.

5504 Kellogg - curb settlement just north of driveway

5513 Kellogg - two slabs of driveway already replaced

5516 Kellogg - house under construction, apron not visible

5536 Kellogg - slight curb settlement north of storm drain

5537 Kellogg - curb settled just south of driveway

4. Kellogg Place

5604 / 5605 / 5608 / 5612 Kellogg Place - expansion joint damage to several joints.
- construction at 5608 was noted, along with a large dumpster in the yard.

5616 Kellogg Place - driveway slab already replaced

5617 Kellogg Place - curb settlement, previously marked for repair. Not (yet) done.

5625 Kellogg Place - curb settled by storm drain south of house
possible curb settlement on east side of house in line with south wall

5628 Kellogg Place - curb settlement west of storm drain

5. Oaklawn Avenue

5404 Oaklawn - curb section already replaced. Street cut for asphalt replacement to middle of street only

5408 and 5409 Oaklawn - curb sections already replaced on both sides of street.

Road settlement being corrected

18' crack across road roadway being repaired.

5413 Oaklawn - slight drop in curb joint just north of driveway

5416 Oaklawn - curb section already replaced

5417 Oaklawn - curb section already replaced

5420 Oaklawn - curb settled south of driveway

5421 Oaklawn - curb settled north of driveway
- curb settled south of driveway

5424 Oaklawn - curb settled south of driveway

5425 Oaklawn - curb cracked

5428 Oaklawn - driveway slab lifted on south side

5429 Oaklawn - curb settled south of driveway

5433 Oaklawn - crack across roadway, almost curb to curb, ca. 22' long

5437 Oaklawn - crack in roadway by fire hydrant
- 9' crack in roadway to south of house in 55th street

5500 Oaklawn - step from driveway apron to drive at east edge. Which is newer?

5505 Oaklawn - curb cracked

5509 Oaklawn - slight curb settlement south of driveway

5512 Oaklawn - curb settled south of driveway
- curb settled south of storm drain

5513 Oaklawn - curb settlement south of driveway
- slight curb settlement south of storm drain

5520 Oaklawn - curb cracked at south end of driveway

5529 Oaklawn - two driveway slabs already replaced

6. Brookview Avenue

5400 Brookview - cracked curb north of house on 54th street
- pooling water in curb at north east corner of lot

5404 Brookview - cracked curb south of driveway

5408 Brookview - curb settlement south of driveway

5416 Brookview - curb settlement south of driveway

5417 Brookview - curb settlement south of driveway

5420 Brookview - slight curb settlement south of driveway

5421 Brookview - slight curb settlement south of driveway

5433 Brookview - curb settlement north of driveway
- 8' crack in roadway

5437 Brookview - apparent road settlement and othe road wear. House just completed

5526 Brookview - crack in driveway apron

7. Park Place

NB. There was a lot of debris (oak leaves, acorns etc) in the gutter along the east side of Park Place at the north end.

Junction with Woodcrest drive - 10' crack in roadway at SE corner

5428 Park - curb settlement south of driveway

5429 Park - 3' crack in road
- also a gash in the road

5500 Park - chips on edge of driveway apron. NB, house is new

5504 Park - gash in road. NB construction at 5500 Park

5513 Park - cracked curb, just north of the SW corner of the lot
- cracked driveway apron on west side of driveway
- cracked driveway apron on east side of driveway
- tree dying on SW corner of the lot

5520 Park - crack in driveway apron

5524 Park - step at transition from driveway apron to driveway. Which is newer?

5528 Park - cracks in driveway apron on the north side

5537 Park - curb settlement south of driveway
- curb already broken out for repair to south of house on 56th street.

Junction with 56th street - roadway crack on west side of manhole

8. Dever Drive

5508 Dever - curb settlement west of driveway

9. Woodcrest Drive

5420 Woodcrest - crack in curb at end of path

5427 Woodcrest - 12' crack in roadway, north of driveway
- 4' crack in roadway, at end of driveway
- cracks in driveway apron
- settlement on east side of the street only

5432 Woodcrest - curb settlement south of driveway

5433 Woodcrest - curb settlement north of driveway

5441 Woodcrest - 8' crack in roadway by driveway
- check further north for a possible additional crack

5440 Woodcrest - cracks in driveway apron
- many marks on the street
- new construction taking place

5500 Woodcrest - 6' crack in roadway
- crack in curb

5505 Woodcrest - cracked curb south of driveway

5512 Woodcrest - slight curb settlement south of driveway

5520 Woodcrest - slight curb settlement south of driveway

10. 54th Street

north side of 5400 Brookview - cracked curb

11. 56th Street bridge

Bridge - cracks in concrete "sidewalks" on north and south sides of the bridge.

This list is almost certainly incomplete. Please tell me which of the noted incidents of curb settlement do not justify repair. Then the neighbourhood expects that all other items will be rectified.

Sincerely

John Crabtree
5408 Oaklawn Avenue
Edina, MN 55424
tel 952-928-8434



8-28-13

Joni -

Good to see you and
others from Edina at last
night's meeting. Here is
the FAA story.

Mary Hartup
651-335-5302

To Mimic Online Rivals

By SUZANNE VRANICA

When it comes to television ad sales, Madison Avenue has barely moved since the "Mad Men" days of the 1960s, with deals struck over the phone, via fax and, in a nod to modern day, email. But the industry appears to be moving slowly toward the digital age.

Ad giant **Interpublic Group of Cos.** is teaming up with TV and radio companies, including A&E Networks, Clear Channel, Tribune Co. and **Cablevision Systems Corp.**, to build and test an automated ad-buying system for television and radio ads, the companies say.

Others, such as NBCUniversal, are in discussions with the group but haven't yet agreed to join.

The system, which Interpublic says could be operational within six months, comes as television faces growing competition from online media, where automated systems have long been used for search ads and increasingly on-line display. Executives on both the buying and selling side of advertising say that automated systems make it possible for advertisers to use data about consumer habits to better target their ads at the people they want to reach.

"There is so much intelligence and data out there, we have to capitalize on that and it cannot be restricted to digital media," said Matt Seiler, chief executive of IPG Mediabrands, the Internet public division building the system. "Digital has paved the way for the reinvention of the rest of the media," he added.

Having an automated system that can allow for more data to be used in media buying in traditional media will put traditional "media companies on a level playing field" with the digital media outlets, said Mel Berning, president of ad sales at A&E Networks.

Advertisers have been coming back to the print page

The FAA's \$40 Billion Adventure

Years Late, a High-Tech 'NextGen' Project to Unsmarl U.S. Aviation Is Beginning to Speed Flights

By Susan CAREY

SEATTLE—America's new system to cut airline delays, itself years late, is finally yielding results. But halting progress, budget overruns and fights between regulators and airlines show how hard it will be to modernize the world's most complex air-traffic management network.

For **Alaska Air Group Inc.**, the future has arrived. Since spring, pilots landing at its Seattle-Tacoma International Airport hub no longer descend in steps that require frequent radio contact with controllers. Instead, they fly smoothly on autopilot, with engines near idle.

Pilot Oscar Vela recently demonstrated the technology in a flight simulator here, letting his GPS-guided virtual **Boeing Co. 737** thread a precise path that cut almost 20 miles from the old route and included a tight turn that was impossible in the previous system. The pilot only needed to monitor his plane's computers to ensure it stayed on track.

Mr. Vela's high-tech landing is part of **NextGen**, the **Federal Aviation Administration's** ambitious project to revamp the outmoded U.S. air-traffic system, parts of which date to the 1960s. **NextGen**, initiated in 2004 with an estimated total cost of \$40 billion, aims to reduce delays, fuel consumption and carbon emissions while boosting safety and allowing more planes to fit into each sector of airspace.

Alaska Air Chairman Bill Ayer said satellite-guided arrivals and departures at Seattle and a handful of other airports saved the carrier \$176 million and 200,000 gallons of fuel last year. The Seattle project "proves what this technology can do," he said. Big airports in Washington, D.C., Denver, Atlanta, and Phoenix are getting similar makeovers.



Alaska Air is speeding flights at Seattle-Tacoma with GPS-guidance.

Associated Press

But the pace has drawn criticism. The Government Accountability Office in April found that while the FAA has made headway, the **NextGen** rollout has been hindered by bureaucracy, delays designing new navigation procedures and fear of conflicts with airport neighbors or environmentalists.

Department of Transportation Inspector General Galvin Scovel last month told the House Aviation Subcommittee that the FAA has failed to set realistic plans, budgets or expectations for **NextGen**. He told lawmakers in testimony that the agency "has made little progress in shifting from planning to implementation and delivering benefits to airspace users." **NextGen's** completion could slip by at least a decade, to 2035, and its cost could triple, he said.

FAA Administrator Michael Huerta, who joined the agency in 2010 and also testified, coun-

tered that the agency has met 80% of its implementation milestones since 2008. It will "stay the course," he said, despite government spending cuts called the sequester that could "devastate" FAA spending.

Innovations like those in Seattle show that "NextGen is far beyond...a science project," Mr. Huerta said in an interview.

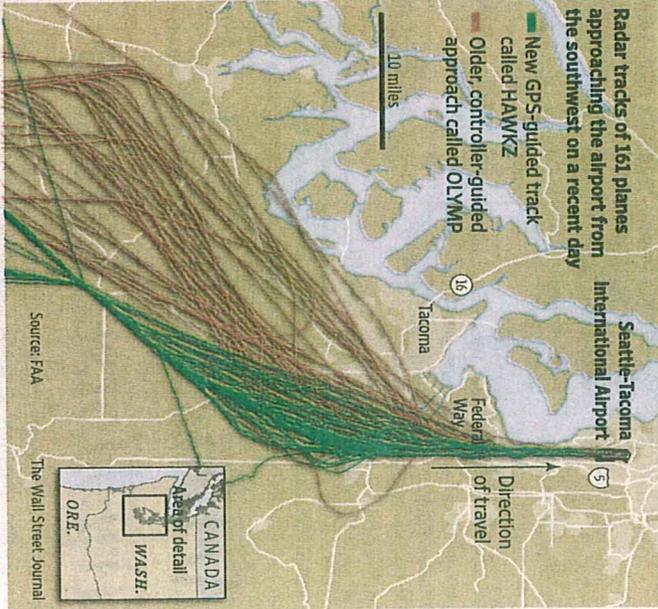
Still, he admits to early mistakes. The FAA initially designed new flight paths without much industry input, racing to create as many as possible.

Airlines, which are on the hook to cover at least \$7 billion of **NextGen's** total cost, have already invested in sophisticated computers and other cockpit gear to let pilots fly more precise tracks through the sky. But many of the new paths weren't helpful so airlines didn't use them.

The FAA around 2009 began

Greener Skies

A program led by the FAA and Alaska Airlines allows all carriers to use satellite-guided approaches to Seattle-Tacoma airport. The initiative, part of the **NextGen** upgrade of the nation's air-traffic control system, saves on fuel, confines aircraft noise and reduces mileage.



Source: FAA
The Wall Street Journal

Delays Cloud FAA's 'NextGen' Program to Speed U.S. Aviation

Continued from page B1

buy its RAM truck platform for the next version of the Titan in exchange for allowing Chrysler to use a compact car design. However, that pact fell apart when Chrysler slid toward bankruptcy.

Cummins was developing a diesel engine for Chrysler's light-duty Ram 1500, but the contract was voided in Chrysler's 2009 bankruptcy. When Chrysler decided to restart the diesel program for its light-duty truck, it used an engine from parent Fiat SpA instead of reviving the Cummins engine.

Cummins' financial performance recently has been hurt by weaker engine demand from heavy-duty truck makers and manufacturers of mining and construction machinery.

Cummins is the largest supplier of heavy-duty truck engines in North America, accounting for about 40% of the market.

—Bob Tita contributed to this article.

FAA in 2004 launched NextGen. It planned a 20-year makeover, including upgraded computers and radar, a new communications network to replace radios, and a satellite-based surveillance system that shows pilots the locations of nearby planes without relying on controllers. The aim is to manage planes more precisely and automatically, letting them fly closer and with greater safety.

Nobody questioned the need, but interests have frequently collided. Simply reworking air routes to and from airports can take four years, partly for environmental assessments of local noise concerns.

Rick Dalton, director of air-space and flow management at Southwest Airlines Co., said reworking airport-navigation pro-

cedures takes too long. "We would like as much of a process as possible," he said. Mr. Roberts at the FAA said airlines sometimes slow efforts by demanding that paths be designed to fit their internal protocols.

Efforts at Seattle-Tacoma, or Sea-Tac, were initiated in 2009 by Alaska Air, not the FAA, to replicate its earlier success with NextGen-style approach paths at remote Alaskan airports. The agency approved the plan and took it over in 2010, eventually spending \$4.8 million to update two of Sea-Tac's four arrivals with GPS guidance.

Under the old system, which remains for planes that lack new equipment and for two arrival tracks that haven't been modernized, planes approach Sea-Tac following a trail of radio

beacons. Controllers guide pilots in with multiple commands to change direction, altitude and speed. Those steps can consume extra fuel and often add mileage, said Mr. Vela, the Alaska pilot.

The new equipment lets pilots descend smoothly and slip planes through narrow bands of airspace, which cuts the number of residents affected by noise. One of Seattle's two new approaches, named "Hawkz" after the Seattle Seahawks by football-loving aviation officials, can cut 17 nautical miles from the old track, Mr. Vela said. More than 90% of Alaska Airlines pilots now use the two GPS approaches.

The Seattle experience has taught the FAA that "you have to understand these with a very deep understanding of local conditions," said Mr. Huerta, the agency chief.

Proponents of the new method say it enhances safety by using cockpit computers to keep the plane on course and minimizing radio conversations that sometimes result in dangerous misunderstandings.

But the shift requires cultural changes for pilots and controllers, said Melvin Davis, the national NextGen representative for the National Air-Traffic Controllers Association union. "The old system is very human-centric and the new system is very machine-centric," he said.

Mr. Ayer, Alaska's chairman, said he hopes the Seattle project will help advance the navigation revamp nationally. The effort "certainly has needed a bit of a push," he said, "it still does."

momentum; shipments rose 7% that the local age to work the



STOP FIGHTING. START FIXING

Who We Are

No Labels is a movement of Democrats, Republicans and everyone in between dedicated to promoting a new politics of problem solving.

Westminster Town Hall Forum

The mission of the Forum is to engage the public in reflection and dialogue on the critical issues of our day from an ethical perspective.

Mark McKinnon Profile:

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Mark McKinnon

"Stop Fighting, Start Fixing:
Making Government Work"

For three decades, Mark McKinnon has been solving complex strategic challenges for causes, companies and candidates, including George W. Bush, John McCain, Ann Richards, Charlie Wilson and Bono. He has helped engineer five winning presidential primary and general election campaigns, and is a cofounder of No Labels, a non-profit organization dedicated to bipartisanship, civil discourse and problem solving in politics.

According to *Broadcasting and Cable* magazine, McKinnon is one of "a handful of players behind every big decision, consensus or roadblock in Washington...putting a unique, sometimes hidden stamp on the outcome of today's debates." *Politics Daily* writes: "He's known for his originality in a field typified by copycats, a mellow personality in a world populated with high-strung brutes and ecumenical urges in a profession dominated by its unadulterated partisans."

For 20 years McKinnon worked at Public Strategies Inc., where he was an owner and served as vice chair. In 2010 Public Strategies merged with Hill + Knowlton Strategies, where McKinnon served as global vice chair. He remains an advisor to the firm. An award-winning media producer and communications strategist, McKinnon has been awarded more than 30 Pollie and Telly awards, honoring the nation's best political and public affairs advertising.

"McKinnon is evidence that principled centrism is not an oxymoron," wrote John Avalon in a *Daily Beast* column about the 25 Best Centrist Pundits. "McKinnon piloted John McCain's 2008 primary campaign to victory. But he announced in advance that if Barack Obama won the Democratic nomination, he would ride off into the sunset rather than participate in the negative attacks he knew would be required. This is unheard of in the world of modern politics, where partisanship trumps principle as a matter of course."

Former President George W. Bush says of McKinnon, "I was really impressed by Mark's creativity, and I was particularly impressed by his honesty." Senator John McCain, in his typical straight-talk fashion, remarks, "He's almost a genius." And President Barack Obama calls McKinnon "a class act."

President Bush appointed McKinnon to serve as a governor of the Broadcasting Board of Governors. He serves on the board of the LIVESTRONG Foundation, and has taught at the JFK School of Government at Harvard University and the LBJ School of Public Affairs at the University of Texas at Austin.

McKinnon is a regular columnist for *The Daily Beast* and *The Daily Telegraph* (U.K.), and is currently a fellow at the Institute of Politics at Harvard University.

Other Information

McKinnon attended the University of Texas at Austin and served as editor of the award-winning university newspaper, *The Daily Texan*. He spent several years in Nashville working as a songwriter with Kris Kristofferson (and was wildly unsuccessful). McKinnon also is a two-time Ironman finisher. His quality of life is exceptionally enhanced by the enduring love and patience of his wife, Annie (whom he met before he could drive), and his daughters, Brita and Kendall.