

REPORT / RECOMMENDATION



To: MAYOR & COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: December 2, 2014

Subject: Correspondence

Action
Discussion
Information

Action Requested:

No action is necessary.

Attachment:

Attached is correspondence received since the last Council meeting.



DEFINING EXCELLENCE

ADMINISTRATIVE OFFICES

5701 Normandale Road

Edina, MN 55424

(952) 848-3900

www.edina.k12.mn.us

November 18, 2014

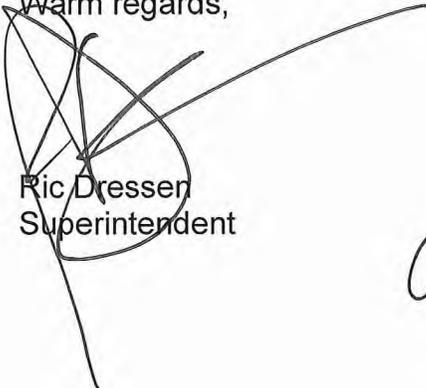
Mayor James Hovland
Edina City Hall
4801 West 50th Street
Edina, MN 55424

Dear Jim:

Once again, I want to take this opportunity to thank you for taking time out of your busy schedule to attend Edina Public Schools' reception last evening in honor of our National Merit Scholarship students, their recognized teachers and their families. It was a pleasure to have you join us and say a few words of welcome.

As always, I continue to appreciate your strong support of Edina Public Schools and our District community.

Warm regards,


Ric Dresser
Superintendent

*great message...
thanks for all
your teaching talents!*

Heather Branigin

From: David Bly <Rep.David.Bly@house.mn>
Sent: Tuesday, November 18, 2014 4:06 PM
Subject: The Next Regional Passenger Rail Meeting
Attachments: RegionallLeadersLettertoMnDot DRAFT 2.doc

We have scheduled our next meeting to pursue an advocacy group for regional passenger rail for Wednesday, December 3 at St. Olaf College. Please RSVP to save your seat at the table.

Attached find a draft of a letter we hope will become the message we need to send to MnDOT expressing support for our Regional Passenger Rail Project. We will discuss this and entertain suggestions at the meeting, but our hope is to send participants home with a comment to encourage their communities to endorse and sign the letter.

Thanks to those of you who participated in our October 16 regional leaders meeting for the inter-city regional passenger rail line through Northfield! We have 20 cities and 5 counties participating in this conversation to date and we are extremely encouraged by the overwhelmingly positive message we have received on this project thus far.

Following the direction provided by participants in our October meeting, I am writing to invite you to a follow-up meeting for the regional passenger rail project.

Please join us Wednesday, December 3 from 3pm to 5pm at St. Olaf College (the room number will be sent out in the next couple of days).

Please respond to his e-mail with your availability or the name and contact info of your designee.

Rep. David Bly

[Letter to MinnDoT] DRAFT 2

Dear _____:

We the undersigned governmental entities have met to explore a common interest in pursuing inter-city regional passenger rail service from south central Minnesota to the Twin Cities on existing rail lines through Northfield.

We unanimously support restored intercity regional passenger rail service between our south central Minnesota communities and the Metropolitan area, as well as the potential inter-state rail connections that our particular rail line would open for Minnesotans by virtue of the intersection of our line with 3 of Amtrak's most heavily trafficked inter-state lines, immediately to the south of us (Kansas City and Des Moines), and we feel strongly that this project presents sufficient merit as to warrant serious study for possible development in the next five years.

The 2009 Minnesota Comprehensive Statewide Freight and Passenger Rail Plan identifies the Northfield – Metropolitan corridor for Tier II development (FN? in Technical Memorandum No. 3 at Sections 4.8 and 4.12 in particular). Elevation of regional rail service on one of the existing rail lines connecting Northfield to the Twin Cities to Tier One status for purposes of an evaluative preliminary study is more than justified by the forecasted levels of usage, the apparent technical and financial feasibility of this project in comparison to other proposed rail projects, and the enthusiastic support of the undersigned affected communities.

We strongly encourage MnDOT to support immediate elevation of restored regional passenger rail service from south central Minnesota on existing rail lines through Northfield to Tier One status in the State's Rail Plan, to facilitate early study of that routing.

Respectfully,

Heather Branigin

From: Morgan, Pierce <morganp0626@my.uwstout.edu>
Sent: Tuesday, November 18, 2014 8:05 PM
To: Edina Mail
Subject: save the woods

I've been a member of the morning side community since i was 4 years old and have learned and developed in these woods. it would be a shame to sell this land and have it be turned into anything but the beautiful forest it is. There simply aren't any places like Weber forest. Kids have grown up in these woods and I can safely say i'm not the only one who would feel part of there childhood missing if something were to happen to these woods. Please keep these woods safe.

thank you -Pierce Morgan morning side resident

Heather Branigin

From: Barbara Nelson <babsnelson57@gmail.com>
Sent: Wednesday, November 19, 2014 9:55 PM
To: Edina Mail; jan.callison@hennepin.us; cbremer101@gmail.com
Subject: Xerxes Avenue Bump outs

This email is being sent on behalf of my mother, Mary Schopper, Edina resident.

Mayor Hovland, Commissioner Callison:

I attended the meetings prior to installation of bump outs. I didn't notice a majority of voters for installation.

1. What problem existed that demanded the installation and use of bump outs?
2. Did bump outs fix the problem?
3. Did bump outs do what white lines couldn't do?
4. Where else in Minneapolis and suburbs are bump outs installed?

What company makes them?

Did James Grube, Hennepin County Engineer or John Griffith, MN Department of Transportation actually see this bump out concept in use? How about Chad Ellos, P.E., Project Manager - Design?

How was the bump out project financed?

We seem to be the "laughing stock street" of the otherwise revered city of Edina. The leaves clogged the 10" space between the side walk and the bump out. How is the city going to make sure that problems is corrected?

Thank you,

Mary Schopper
5504 Xerxes Avenue

Heather Branigin

From: Mark Badenhoff <mwb1010@yahoo.com>
Sent: Thursday, November 20, 2014 12:24 PM
To: Edina Mail
Cc: Pete kielas; Brian Badenhoff
Subject: Edina City Council

Dear Mayor Hovland.

As in Edina taxpayer, I was disappointed to read that you believe it's a good use of taxpayer money to line our city streets with sidewalks.

Frankly, just because Millennials like sidewalks, doesn't justify the expenditure.

Housing sales and values haven't suffered one bit because of the lack of sidewalks. If Millennials prefer sidewalks, they can move to communities that have them in place.

I know you can respect the fact that taxpayers work very hard for our money, and are growing increasingly frustrated with government wasting our resources on needless projects.

Respectfully,

Mark Badenhoff

Heather Branigin

From: Marge Fischer <Marge.Fischer@heart.org>
Sent: Thursday, November 20, 2014 12:30 PM
To: Edina Mail
Subject: Sidewalks - Edina

Vote NO for sidewalks in Edina. We don't need them in residential neighborhoods. We moved to Edina because there were no sidewalks. Please repair the Edina streets rather than spending money on sidewalks. Marge

Marge Fischer
Administrative Associate, Communications

Midwest Affiliate
4701 W 77th Street | Minneapolis, MN 55435
Marge.fischer@heart.org | www.heart.org
P 952.278.7909

www.heart.org/lifeiswhy

my family is why



American Heart Association | American Stroke Association®

life is why™

Heather Branigin

From: Katie Stockwell <kat.stockwell@gmail.com>
Sent: Thursday, November 20, 2014 2:23 PM
To: Mark K. Nolan; Edina Mail
Cc: Jason Stockwell
Subject: We support the sidewalks proposed for Edina Highlands Neighborhood

Dear Mayor Hovland & Mr. Nolan-

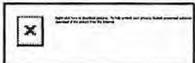
Just a quick note to show our support and gratitude for the proposed sidewalks in our neighborhood (Highlands). Several of our neighbors keep referencing the fact that a "majority" of the neighborhood doesn't want them citing a petition signed several years ago. However, we are "new" residents (as of Jan 2012) and we were never a part of any such petition and due to safety concerns and the overall value sidewalks would add to our neighborhood we STRONGLY support the proposed sidewalks.

It's so frustrating to have to tie ropes onto our kids' bikes and insist my preschoolers sit in a stroller vs. being able to walk (as they'd prefer) and get more exercise. We have even driven to other neighborhoods WITH sidewalks in edina just so I don't have to worry about the safety concern of my kids in the street. It was also one of the major drawbacks when we were contemplating a purchase in the highlands neighborhood. I would hate the for this fact to be a setback for any other families considering our quaint neighborhood in the future.

Respectfully-
Katie Stockwell

--
Katie Stockwell
Finding Your Element

"Beauty isn't about looking perfect. It's about celebrating your individuality." -Bobbi Brown



November 13, 2014

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

Dear Mayor James Hovland,

I am writing to you regarding the recent renovations that have been taking place at Braemar Ice Arena. I am a skater at the Braemar City of Lakes Figure Skating Club and have been for nine years. I wanted to thank you for the work you are putting in to make Braemar Ice Arena a better place for not only the skaters and hockey players, but also the staff that work at Braemar.

I believe that the outdoor rink that is being built is going to be a great addition to Braemar. It will help improve the problem Braemar has struggled with in the past of not having enough ice time. It is also going to be exciting to have an outdoor rink, which is different from the other three indoor rinks that Braemar already has.

In addition, I wanted to let you know how appreciative I am to be having our locker room redone. We have had the same locker room for a long time and it is nice to have a change. Braemar is home to a lot of great programs and the recent developments are going to help these programs continue to grow.

Thank you Mayor James Hovland and City Council Members for supporting this effort.

Sincerely,

Samantha Considine
9484 McGee Way
Eden Prairie, MN 55347

- Joe Struzyk, Dr.
- Dominic Hadzima, Driver

*William P. Dunne
406 Point of France
6566 France Avenue South
Edina, Minnesota 55435*

November 20, 2014

Dear Chief Schmitz,

On Monday (11/17) at 5:26 AM I had the misfortune to dislocate my right hip leaving me on the bedroom floor in excruciating pain. My wife called 911. In a reasonable amount of time, two of your Paramedic Staff was at my side administering a IV pain solution. This was a challenging task as my position was near a wall. Both men are professional in every sense of the word. I'm grateful for their knowledge, experience, and their warm and courteous manner.

I feel badly I did not have the presence of mind to learn their names.

Be well,

Bill Dunne

Heather Branigin

From: laforcet@gmail.com on behalf of Tom LaForce <tom@laforceteamwork.com>
Sent: Friday, November 21, 2014 7:37 AM
To: Edina Mail
Subject: Valley View / Maddox Sidewalk

Dear Mayor and Council Members,

We want to offer another sidewalk perspective from the Birchcrest Neighborhood. As you know, Edina is carved up into quadrants by our highways. These highways represent limits for walkers. We tend to follow the outer limits of our neighborhood, which for us is 100, Vernon, Tracy, and 62. The railroad tracks also represent a major obstacle, that we typically choose to cross on Hanson and return on Valley View.

The result is that we often find ourselves needing to walk on Valley View to cross the tracks. We then stay on Maddox/Valley View to maximize our walking distance within our neighborhood limits.

It's the Valley View portion of the walk that feels a little risky. We encounter plenty of cars. They are going fast, and after dark they don't see us as evidenced by their last minute serves. Guess we should carry a flashlight. We are regularly pulling each other up onto the grass in the summer and squeezing against snow banks in the winter.

You've heard from residents who live on Valley View and Maddox (which are actually the same road) that this street has no destination. We see it differently. That stretch of road makes up the southern limit for walkers in our neighborhood. It also provides access to the SW quadrant via Wyman Ave. We appreciate that crossing because it expands our walking possibilities.

It's interesting to note that from its start near Lake Cornelia, one could follow Valley View all the way into Chanhassen. How many other roads in Edina can claim to go that far beyond our boundaries?

We strongly believe that Valley View and Maddox should remain on the map. We also ask that you reconsider your decision to remove the Valley View sidewalk from the Birchcrest B reconstruct. If it's not done next summer, it likely will be at the tail end of the 20-30 period, if it ever happens. And if it's eventually built as a standalone project, it will be more costly and create additional disruption.

Thanks for your hard work in making Edina a better place for walkers.

Best,

Marie and Tom LaForce
5901 Tingdale Ave

Heather Branigin

From: Kathy Kelly <kkelly6788@gmail.com>
Sent: Friday, November 21, 2014 10:06 AM
To: Edina Mail
Subject: Dec 2 Council meeting agenda re: bicycles

I spoke to a women at City Hall who informed me that the best way to communicate with you on the subject of bicycle lanes is via email as this item is on the Dec 2nd agenda (and the public meetings are over which I was unfortunately unable to attend). Thank you in advance for reading this and giving due consideration.

As a bicyclist and concerned community member, I believe two potentially dangerous things have been overlooked when the bicycle lanes were implemented.

The first. When bike lanes are placed on streets on which the pavement is cracked, missing, etc. at the curb line, the potential for an accident is great, and it is unlikely cyclists will remain in those lanes. Though this may be hard to see in winter weather, I can assure this problem exists on some streets. The solution, fix the streets (or remove the lanes).

Second. The bike lane on West 70th, going East is a wonderful lane. The pavement is in tact and it is wide enough to ride along at a good clip. The problem is upon reaching the intersection where Metro Blvd comes in from the right. The lane continues through the intersection, marked by a dotted line, then BOOM!, the lane is no longer there and the cyclist is in the car lane. The first time I rode that I was fortunate to come to a red light at the intersection, so I wasn't moving through so fast. It's very dangerous to have a lane end without any warning. The dotted line gives one assurance that the lane continues. The solution, as there is no room for a bike lane to continue, at least post a sign that the lane ends, and remove the dotted lines. And, make this an example for the future of the need to think things through before implementing.

All said, better planning is needed to avoid creating dangerous situations where they did not exist before the lanes were added. People still joke and shake their heads about the planning debacle on Wooddale. That too is an opportunity to learn from.

Finally, I offer to take you all, or any of you, on a bike ride through Edina to show you how it feels to ride some of the lanes. Next Spring of course. I hope to hear from you.

---Kathy Kelly
6513 Limerick Dr.

Heather Branigin

From: Johnson, Aya <Aya.Johnson@mail.house.gov>
Sent: Friday, November 21, 2014 10:33 AM
Subject: FW: Rep. Ellison Statement on President's Immigration Action

Please see Congressman Ellison's statement below.

Aya Johnson
Community Representative
Office of Congressman Keith Ellison (MN-05)
2100 Plymouth Ave North
Minneapolis, MN 55411
Office: (612) 522-1212
E-mail: aya.johnson@mail.house.gov
Website: www.ellison.house.gov

From: Casca, Mike
Sent: Thursday, November 20, 2014 7:20 PM
To: Casca, Mike
Subject: Rep. Ellison Statement on President's Immigration Action



Press Statement:

Congressman Keith Ellison

FOR IMMEDIATE RELEASE

November 20, 2014

Press Contact

Mike Casca (202) 225-4755

Rep. Ellison Statement on President's Immigration Action

MINNEAPOLIS—Rep. Keith Ellison (D-MN) released the following statement tonight after President Obama laid out his plan for taking executive action on immigration in a speech to the nation.

“The action President Obama described tonight will bring relief to millions who live in fear of the knock at the door that could change everything. He joins President Ronald Reagan and President George H.W. Bush in taking executive action to keep families together.

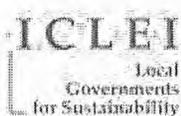
“It’s been more than 500 days since the Senate passed a comprehensive immigration reform bill that creates jobs and cuts the deficit, while bringing 11 million people already contributing to our communities out of the shadows. Families shouldn’t be torn apart because House Republicans refuse to act to fix our broken immigration system.

“Politics too often stands in the way of what is right. The president’s action is a first step towards fixing an immigration system that is inhumane and cruel. I proudly stand with President Obama and the millions of people who will be helped by his leadership.”

#

Heather Branigin

From: ICLEI Secretary General's Office <secretary.general@iclei.org>
Sent: Friday, November 21, 2014 10:07 AM
To: James Hovland
Subject: Invitation to join the Compact of Mayors and ICLEI's Members Survey on Compact Compliance
Attachments: Compact of Mayors_FAQ for Cities.pdf



City of Edina
4801 W. 50th Street
Edina, 55424 MN
United States

18 November, 2014

Dear Honorable Mayor Hovland,

On September 23, 2014, the Compact of Mayors was launched at the UN Secretary General's Climate Summit in New York City by the C40 Cities Climate Leadership Group (C40), ICLEI – Local Governments for Sustainability (ICLEI), and United Cities and Local Governments (UCLG) – endorsed by UN-Habitat, UN Secretary General's Special Envoy for Cities and Climate Change, UN Secretary General's Climate Change Support Team..

The Compact of Mayors is an ambitious agreement by mayors and other city officials to publically commit to deep GHG emissions reductions -- making existing mitigation and adaptation targets and plans public and report on their progress annually -- using a newly-standardized measurement system that is compatible with international practices. Through this initiative, cities will be choosing to meet the same requirements proposed for the international climate negotiations that will lead to a global climate treaty in 2015.

In our capacity as the Management Committee of the Compact of Mayors, we are writing to formally invite you to join this movement of mayors in this unprecedented effort to aggregate the significant action that cities like yours are already undertaking globally.

Data collected through the Compact of Mayors will become the evidence base we need to quantify the greenhouse gas impact of city action with the aim of:

- Allowing national governments to understand the extent of existing city action so that it might be incorporated into national level strategies or further supported through more enabling policy environments and resourcing approaches
- Encouraging increased capital flows into cities to support local action
- Establishing a consistent and transparent accountability framework that can be used by national governments, private investors or the public to ensure that we can be held responsible for our commitments

Data collected through the Compact will underscore the importance of considering cities' climate efforts as nations set GHG reduction targets with the ultimate goal of reaching an ambitious, binding, international climate agreement.

Under the Compact, the carbonn Climate Registry will serve as the designated central repository that will enable the compilation of data through existing national, regional, and global city reporting platforms, such as CDP Cities. We are also in early stages of exploring the possibility of aligning with other reporting platforms such as the European Covenant of Mayors— with the overall goal of reducing the need for cities to report more than once. We will work collaboratively to aggregate these individual efforts across thousands of cities who make up C40, ICLEI and UCLG with the aim of capturing their global impact.

Over the coming weeks, our teams will be reaching out to your city with more information about the Compact of Mayors, including how to engage in this voluntary reporting effort in the lead up to 21st Conference of the Parties (COP 21) in Paris in December of 2015, and ways to access limited technical assistance.

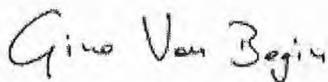
In the mean time, we kindly request that you complete this [brief survey](#) on GHG accounting and climate mitigation and adaptation planning in your city. Your participation will provide valuable information to enable us to better support local governments in becoming compact compliant.

If you or your city has any immediate questions regarding the Compact or the survey, please contact carbonn@iclei.org.

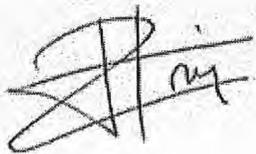
Sincerely,



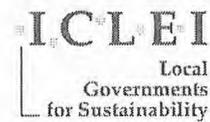
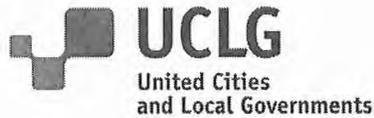
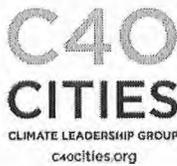
Mark Watts, Executive Director, C40



Gino Van Begin, Secretary General, ICLEI



Josep Roig, Secretary General, UCLG



Compact of Mayors

FAQ for Cities

“Compact of Mayors – the biggest collaboration to accelerate climate action”

What is the Compact of Mayors?

The Compact of Mayors is the world’s largest cooperative effort among mayors and city officials to reduce greenhouse gas emissions, track progress and prepare for the impacts of climate change.

Why Should I join the Compact of Mayors?

Cities should join the Compact of Mayors to demonstrate and accelerate the collective impacts of local climate action. By showcasing your city’s climate action and commitments on a publicly accessible platform, the Compact of Mayors accelerates ambitious, transparent and credible climate action and positively contributes to the new international climate regime to be adopted by 2015.

What will the Compact of Mayors do?

The Compact of Mayors will drive more aggressive city climate actions and reaffirm existing targets while capturing the significance of these efforts through a consistent, transparent public reporting of cities’ climate data. The data collected through the Compact of Mayors will become the evidence base we need to quantify the greenhouse gas impact of city action with the aim of:

- Showing national governments the extent of action cities are already undertaking, so that it might be incorporated into national level strategies or further supported through more enabling policy environments and resourcing approaches;
- Encouraging increased capital flows into cities to support local action;
- Demonstrating the commitment of city governments to contribute positively towards more ambitious, transparent, and credible national climate targets by voluntarily agreeing to meet standards similar to those followed by national governments; and
- Establishing a consistent and transparent accountability framework that can be used by national governments, private investors or the public to ensure that we can be held responsible for our commitments.

How do I sign on to the Compact of Mayors?

The Compact of Mayors is not a signatory campaign. To join the Compact, your city must first become “Compact compliant” by undertaking the following steps:

Compact Compliance:

- Register “City Climate Commitments” (targets for GHG emissions reduction and commitment to adapt to climate change);

- Report annually on progress towards achieving GHG emissions reduction targets and assessing climate hazards, using standards established through City Networks; and
- Disclose this information publicly by reporting through a recognized city platform (carbonn Climate Registry or CDP Cities)

Intent of Compact Compliance:

- For cities not yet prepared to report a full inventory or hazard profile, Mayors may choose to indicate “Intent of Compact Compliance” by registering “City Climate Commitments,” and report on progress towards meeting those targets within 1 year.

Where do I register and report my climate commitments and action?

Under the Compact, the cities may continue to report through existing city climate reporting platforms, including CDP Cities and carbonn. The carbonn Climate Registry will serve as the designated central repository that will enable the compilation of data through existing national, regional, and global city reporting platforms - mitigating the need to report your city’s climate data more than once.

What methodology will be used to standardize all Compact-related climate data?

To ensure a consistent and transparent way to measure emissions which conforms with IPCC national guidelines, the Compact of Mayors will use the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC) -- the world’s most widely-endorsed GHG accounting and reporting standard for cities. For climate risks and adaptation data, a new framework is currently being developed.

Are there resources available to my city if we wish to become “Compact compliant” but need local training or technical assistance to do so?

C40, ICLEI and UCLG are currently working to identify resources to support those cities that wish to become compliant with the Compact of Mayors, but need technical assistance and/or increased local capacity to do so. Please contact us with your interest.

Does the Compact of Mayors address climate mitigation and adaptation?

Yes, the Compact of Mayors asks cities to voluntarily track commitments or targets for both greenhouse gas (GHG) emissions reductions and climate risks.

Who developed the Compact of Mayors?

The development of the Compact of Mayors was led by C40, ICLEI, and UCLG, in close collaboration with the UN Secretary General’s Special Envoy for Cities and Climate Change, UN Habitat, and the UN Secretary General’s office. A number of cities and city organizations were consulted directly throughout this process.

Where can I find more information about the Compact of Mayors?

You can find out more by writing to us or visiting our websites. Our contact details are below:

- C40 Cities Climate Leadership Group : www.c40.org / contact@c40.org
- ICLEI – Local Governments for Sustainability Bonn Center for Local Climate Action and Reporting – carbonn Center : www.iclei.org / www.carbonn.org / carbonn@iclei.org
- United Cities and Local Governments : www.uclg.org / info@uclg.org

Heather Branigin

From: David Bly <Rep.David.Bly@house.mn>
Sent: Friday, November 21, 2014 1:39 PM
Subject: Re: The Next Regional Passenger Rail Meeting

Here is the location for the Rail meeting and a link to the St. Olaf College interactive map:

Location: Viking Theater in Buntrock Commons
Enter Buntrock Commons main entrance. Viking Theatre will be on your right next to the Bookstore.
Parking is available immediately outside Buntrock Commons at the top of the St. Olaf Hill .

Campus map: <http://www.stolaf.edu/map/>

Entrance to the campus is either on the South via MN Highway 19 off of I-35; or from the East on St Olaf Ave. off of MN Highway 3.

>>> David Bly 11/18/2014 4:06 PM >>>

We have scheduled our next meeting to pursue an advocacy group for regional passenger rail for Wednesday, December 3 at St. Olaf College. Please RSVP to save your seat at the table.

Attached find a draft of a letter we hope will become the message we need to send to MnDOT expressing support for our Regional Passenger Rail Project. We will discuss this and entertain suggestions at the meeting, but our hope is to send participants home with a comment to encourage their communities to endorse and sign the letter.

Thanks to those of you who participated in our October 16 regional leaders meeting for the inter-city regional passenger rail line through Northfield! We have 20 cities and 5 counties participating in this conversation to date and we are extremely encouraged by the overwhelmingly positive message we have received on this project thus far.

Following the direction provided by participants in our October meeting, I am writing to invite you to a follow-up meeting for the regional passenger rail project.

Please join us Wednesday, December 3 from 3pm to 5pm at St. Olaf College (the room number will be sent out in the next couple of days).

Please respond to his e-mail with your availability or the name and contact info of your designee.

Rep. David Bly

To: Edina City Council

Re: Southeast quadrant sidewalks - specifically West Shore and the Active safety Route.

Date: November 22, 2014

Dear Council Members:

Attached is an executive summary by resident Russ Nelson of a viable, workable and extremely attractive alternative to the West Shore Drive designation an Active School Safety Routes. The proposal was summarized to Mayor Hovland on November 20, 2014 at the public hearing and acknowledges that children are using east-west streets and not a West Shore to 70th route. Hence, the best way to achieve the connectivity and safety desired by the Active Safety School Routes program is to design a route using Dunham, Wooddale and Claremore(see map). This intersects with the most cross streets, is closer to the school and provides sidewalks where the kids would actually use them. West Shore is a kind of dangling piece that does not connect to the school at all.

The advantages of this proposal range from being the safest and most direct route to being more environmentally friendly. Mr. Nelson has detailed more of these advantages and has also has included supporting references and materials in his complete packet to the council.

We the undersigned support this alternative.

<u>NAME</u>	<u>ADDRESS</u>
JOANNE BOLDUC	7001 West Shore
MARK ETTINGER	7007 West Shore
Bech Ettinger	7007 West Shore
Chloe Bolduc	7001 WEST SHORE DR
Donald M. Spive	7016 WEST SHORE DR.
Caron Spive	7016 West Shore Dr.
Chyten Under	4529 Andover
Ann Spive	7000 W. Shore Dr.
Howe R. Rich	7008 W. Shore Dr
Jane Rice	7008 W Shore Drive
Paul C Johnson	7020 W. Shore Drive

Details and Facts:

“Edina Active Routes to School Comprehensive Plan” (version October 2013 adopted by the city council in 2014)

- Does not designate West Shore Drive as an “Active Route to School”.
- In Exhibit 10 (copy enclosed) West Shore Drive is shown as a proposed sidewalk with the same code as the sidewalk on the east side of France Avenue.
- There is no coding in the legend of Exhibit 10 showing any “Active Route to School”.
- On page 1 is found “no route can truly be made to be ‘safe’”.
- On page 14 (copy enclosed) the Cornelia staff did not mention West Shore Drive as street needing sidewalks.
- On page 13 (copy enclosed) there is no mention of any pedestrian or bicycle crash in the Cornelia neighborhood in 10 years of a child that would attend Cornelia.
- The study on page 22 (copy enclosed) recognizes sidewalks are opposed by residents and the sidewalks were removed from the proposed projects in the past.
- The study on page 23 (copy enclosed) states 58% of the respondents to a survey (copy enclosed) think there are about the right amount of sidewalks in the city.
- Recommendations of the plan on pages 24, 29, 30, and 31 do not mention anything about sidewalks on West Shore Drive.

Other factors to consider:

- Children and students try to take the shortest route to school (remember when you were in college).
- The shortest route to Cornelia School is not West Shore Drive going north to 70th and then east to Cornelia.
- The shortest route to Cornelia School is east on Dunham, north on Wooddale, and then east on Claremore.
- The sidewalks on Dunham and Wooddale would use a smaller amount of concrete than the proposed West Shore Drive sidewalks.
- The Dunham/Wooddale sidewalks would be more environmentally friendly.
- The 2013 residential survey conducted by Decision Resources, Ltd. in question 149 (copy enclosed) states 86% of the respondents rate the current “ease of getting from place to place within the city of Edina by walking” as excellent or good.

Heather Branigin

From: Doyle Bizily, Tara <Tara.DoyleBizily@allina.com>
Sent: Friday, November 21, 2014 3:21 PM
To: Edina Mail
Cc: Baechler, Courtney
Subject: City Sidewalks

Dear Mayor Hovland, Councilors Bennett, Brindle, Sprague, and Swenson,

We are writing to express our support of the city's current Sidewalk Facilities Map and Comprehensive Plan criteria for establishing new sidewalk routes. As physicians, we are reminded on a daily basis of the ways in which the environment impacts our patients' health. The ability to have safe walking routes is a critical component of many of people's ability to exercise. Walking is a low cost and convenient way to increase physical activity. On as daily basis, each kilometer walked is associated with a 5 percent reduction in the likelihood of obesity. Having safe, complete streets is imperative to our community's overall health. As Edina residents, we ask for your support in improving Edina's health and for your yes vote on the sidewalk plan.

Sincerely,

Drs. Courtney Baechler and Tara Doyle Bizily

Courtney Baechler, MD, MSCE
Penny George Institute for Health and Healing
4601 Wooddale Avenue
Edina, MN 55424

Tara Doyle Bizily, MD
AllinaHealth Clinics
4212 Oakdale Ave S
Edina, MN 55416



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Heather Branigin

From: Dick/Bernie Letsche <rbletsche@comcast.net>
Sent: Friday, November 21, 2014 4:27 PM
To: Edina Mail
Subject: Dewey Hill G Neighborhood Roadway Reconstruction

Attention: City Council and Engineering

I am in receipt of your letter dated November 20, 2014, indicating that the estimated cost per assessable lot is now \$12,507. At the public meeting on July 28, 2014, we were told the assessment cost was estimated to be between \$9,100 and \$11,400. Why the difference?

Also in your letter of November 20, why are the following addresses **not** included in the area proposed to be assessed the cost of the proposed improvement?

7431 Hyde Park Lane
7429 Hyde Park Lane

Richard W. Letsche
7435 Hyde Park Lane
952-944-2464
rbletsche@comcast.net

Heather Branigin

From: Becky <briggsmin@aol.com>
Sent: Friday, November 21, 2014 5:41 PM
To: James Hovland
Subject: Re: 4505 Arden Avenue

Ann,

Thank you for your quick response. I had heard that the house had been determined to have a bad foundation. I also understand that the house was deemed to be in good shape and with a good foundation a few years back. I don't have any reason to doubt this contractor except that I have seen other houses deemed unfit after a contractor had through intentional negligence then been

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

From: James Hovland <JHovland@EdinaMN.gov>
To: 'Briggsmin@aol.com' <Briggsmin@aol.com>
Sent: Tue, Nov 4, 2014 8:17 am
Subject: RE: 4505 Arden Avenue

Becky, the house that is being built is the plan that the HPB approved. The city determined that the foundation was not safe to be rebuilt upon.

Ann Swenson

Sent from my iPad

From: Briggsmin@aol.com [<mailto:Briggsmin@aol.com>]
Sent: Monday, November 03, 2014 1:40 PM
To: Edina Mail
Subject: 4505 Arden Avenue

Dear Mayor and City Council,

I was very disturbed to see that the house at 4505 Arden was recently razed without using the process that has been set up for demolition of houses in the Country Club District. I understand that there had been several meetings with the Heritage Preservation Board (HPB) over the past four years and they had approved that the back of the house could be opened up for an addition but that the front of the house would be preserved. Through the Edina Heritage Preservation Board's Plan of Treatment process both sides of the issue had their voices heard and a determination was made on the fate of the home, the front would stay and the back could be removed.

What disturbs me when I see the house torn down is that the neighbors were not informed of the demolition and the process outlined in the Heritage Preservation Board's Plan of Treatment was not followed. In the Edina Heritage Preservation Board's "Certificate of Appropriateness Application" the requirements state that "The City will send notices to neighboring property owners and other appropriate parties, as determined by the City". This did not happen in this case and there is no reason that it should not have. No neighbor, whether in Country Club or elsewhere in Edina, should come home to unexpectedly find a hole in the ground where a house used to stand.

The HPB's Plan of Treatment also clearly lays out a process that is supposed to be followed that in the case of 4505 Arden was not. The Heritage Preservation Board recognizes that there can be "a significant potential impact by new construction can have on the historic character of the District" and therefore lays out a process to be followed that also includes an appeal of the HPB decision. Again, this process was not followed which should be disturbing to everyone in the district whether they felt the house should be demolished or not. The process is there to protect District residents and typically one of the biggest investments each of us have made, our home and its value.

Respectfully submitted,
Becky Briggs
4509 Browndale Avenue
Edina, MN 55424

Heather Branigin

From: Peter Pierson <p.pierson99706@gmail.com>
Sent: Friday, November 21, 2014 8:02 PM
To: Edina Mail
Cc: jonibennett12@comcast.net; Mary Brindle (Comcast); joshsprague@edinarealty.com; swensonann1@gmail.com
Subject: Support and Praise for Your Efforts...and Vision...Livable Streets, and Livable Community
Attachments: Edina_LivingStreets_Letter_Nov2014.docx

Mayor Jim Hovland, City Council Members-

Please accept the **attached letter of support**. I just read the **recent feature in the *Star-Tribune* about the pitfalls you are experiencing with your Livable Streets program**. As a former suburban Twin Cities resident with my eyes on a move back, and as a communications professional with a background and dedication to the idea of Livable Community, **your efforts have certainly caught my attention**. What I saw in a recent trip back was affirmed in the article and my subsequent look through the online information on your vision for Edina, and I would like to simply pass on my support and praise for your efforts.

Peter Pierson

Prescott, AZ
928-277-8122
970-366-7262 (Mobile)

Sentiment without action is the ruin of the soul. (Edward Abbey)

Peter Pierson
1967 Shadow Valley Drive
Prescott, AZ 86305
928-277-8122 (H)
p.pierson99706@gmail.com

Mayor Jim Hovland
4801 W. 50th Street
Edina, MN 55424
mail@EdinaMN.gov

I just read, from too far a distance, the recent *Star-Tribune* feature on expanding your sidewalk system as part of your vision for a vibrant and sustainable, not to mention sustaining, community. I give Mayor Jim Hovland and the progressive (as in forward looking) members of your City Council credit for putting Edina on the top of my list of communities to consider in a move back to Minnesota. What I see in your vision is a breath of fresh air from the narrow path of Build-It-and-They-Will-Come mentality that seems to define, and to plague, communities across what some might see as the illustrious Southwest, including the one in which I am making a temporary home as I wrap up a belated MA Fellowship and build on a professional base in freelance writing and communications. I've been gone from Minnesota too long, and what I see in your vision of Livable Community affirms my desire to come back and find, and make, Home.

In the years I've been away, I've had the opportunity to realize and value the quality of place in creative, walk-able, bike-able, distinct, local community; the very same quality of place many contemporary economists and planners assert as being the primary draw for young creative professionals and the jobs they fill. Your vision in creating and maintaining these elements of your physical and social community are, in my opinion, going to bring rewards beyond your imagination in the years, and generations, ahead. It has, again, certainly brought my, and our, attention to your city as my partner and I explore opportunities for a return move.

Our vision is shared and supported by a growing number of economists and urban planners. As urban theorist Richard Florida notes in his pivotal *The Rise of the Creative Class*,

...a simpler...path to revival (is) to improve neighborhood conditions with smaller investments in everything from parks to bike paths to street-level culture that would make everyday lives better, improve the underlying quality of place, and signal a community that is open, energized, and diverse.

It is not so much, argues Florida and many others, in economically depleting tax breaks for relocating national chains and corporate offices that attract sustaining employment and the professionals that fill those jobs, but in a quality educational

system, a creative and diverse social environment, open and green spaces, and walkable, bike-able, interactive, livable community.

As a child of the 1970's Twin Cities suburbia, early on in my adult life I realized the disconnect in the sprawling car-based suburban model in which I grew up. In older suburbs, such as Edina, you now have a unique opportunity to re-envision your city and provide for the ingrowth seen as an economic boon in our more vital cities today. On a recent return visit to the Twin Cities, it was affirming to rediscover that type and sense of community, both traditional and emergent, being held as a model for development in my former home. What I, and we, found in several locales, including Edina, was simply exciting and, again, affirmed our desire to return and make a home.

As noted in the recent *Star-Tribune* article, you will certainly meet with some opposition from those who may hold firm to what may be something of an obsolete model of classic suburbia. I encourage you, though, to keep the faith and actively pursue your vision of and for your community into a dynamic, promising future.

You are, in short, onto something Good. Please pass it on to all involved in your efforts.

With Hope~

Peter Pierson

cc: City Council Members Bennett, Brindle, Sprague, Swenson

Heather Branigin

From: publishersr@hotmail.com on behalf of Judy B <judith@brennereditorial.com>
Sent: Saturday, November 22, 2014 11:25 AM
To: Edina Mail
Subject: Variance request input - Bruce

Judith Brenner
5021 Wooddale Lane
Edina, MN 55424
Tel: 952-405-9079

To: Edina Planning Commission
Edina City Council Members

Dear Edina Planning Commission and Council Members,

This letter is regarding the neighboring property and the Recommended Action to Approve the 20.25 foot setback variance from Minnehaha Creek --- for a basement addition below an existing main floor deck and a 5 foot side yard setback variance to increase ceiling height in an existing room above the attached garage -- at 5024 Bruce Place.

I am concerned about surface runoff and impervious ground cover.

When there is more concrete underground for a basement, does that impact the underground water table and displace water around a sensitive zone in neighboring yards across the creek?

Is there some assurance from the Planning Commission and Watershed District that this construction project proposed directly across the creek from our yard will not worsen the creek's path should it flood over its banks again after heavy rains? We have two gardens already impacted by current conditions when there are dangerous creek levels. I have a 3rd water-sensitive garden and of course structure we aim to protect knowing the creek overflows at times. Adhering to Setbacks can mitigate any increased potential for flood damage. A larger footprint of home anywhere near the creek is concerning.

I hope for some assurance on impact, before project is approved and/or moves forward.

Sincerely,
Judith Brenner

Heather Branigin

From: GWIGNES@comcast.net
Sent: Sunday, November 23, 2014 9:27 AM
To: Edina Mail
Subject: Attn: City Council and Engineering BA-412

To Whom.....

We are owner's of a condo unit in the Lanterns. 4075 W 51st.St. Received the letter re: the road and sewer improvements. We have recently gone through this process on our home at 5040 West 56th St. As there are several condominium projects in the area, my question is how are these properties assessed for this proposed work? I know that in our neighborhood of detached single family homes, the project was divided equally by the number of houses affected. This approach was considered fair as everyone had their own driveways, lot frontage is fairly consistent, and all have private garbage collection service. Our condo building has 44 units. Four curb cuts (2 for the driveways and 2 for the parking lot), and a single garbage collection service.

I will look forward to your answers and thank you for taking the time to respond to this note.

Gary Wignes
952 - 926 - 8928
612 - 327 - 7876 - cell

Heather Branigin

From: publishersr@hotmail.com on behalf of Judy B <judith@brennereditorial.com>
Sent: Sunday, November 23, 2014 10:10 AM
To: Edina Mail
Cc: klosellen05@gmail.com; Neil B; Ann Hustad
Subject: Letter to halt projects closer to the creek

Nov. 22, 2014

Dear Mayor, Council Members, and Planning Commission,

This letter is regarding the neighboring property at 5024 Bruce Place and requested variance. Together, homes across from this neighboring property oppose this proposed setback variance near the Minnehaha Creek. We regret missing the Oct. 22 public hearing as this was during the MEA school break and several of us were out of town. That is why we are petitioning together at this date.

It is concerning that this construction project proposed directly across the creek from our yards will likely worsen the creek's path should it flood over its banks again after heavy rains. Consider the slopes and low lying areas across the way.

We recommend adherence to current setbacks as they stand today as the most appropriate action for this project.

Please do not allow this project to move forward as planned.

Sincerely,

*Ellen & Steve Klos
5019 Wooddale Lane*

*Judy & Neil Brenner
5021 Wooddale Lane*

Heather Branigin

From: gwoessner777@hotmail.com
Sent: Sunday, November 23, 2014 11:28 AM
To: Edina Mail
Subject: Contact Us form submission

Name: Garry Woessner

Organization:

Website:

Address_1: 6602 Scandia Road

Address_2:

City: Edina

State: MN

Zip_Code: 55439

Email: gwoessner777@hotmail.com

Phone: 952-944-5415

Referrer: email_or_other_correspondence_from_city

Message: Just wanted to weigh in on the sidewalks plan. I fully support the plan for walkable streets and access to public schools. The path on the fields below the high school should also be considered as it has deteriorated into an unpassable condition. My only concern with the plan would be if residents are charged a special assessment for them, especially if part of street reconstruction assessments.

Bette Anderson
4936 Poppy Lane
Edina, MN 55435
952-486-8834
betteanderson@yahoo.com

November 24, 2014

Edina City Council
Edina City Hall
4801 West 50th Street
Edina, MN 55424

Mayor
Edina City Hall
4801 West 50th Street
Edina, MN 55424

Re: Proposed 2015 Property Tax Increase
PLEASE DISTRIBUTE COPIES TO ALL COUNCIL MEMBERS

Dear Sir/Madam:

This letter is written to aggressively protest the proposed taxes on my property for 2015. The amount of increase (35%) is absolutely ludicrous and immoral. I DEMAND a decrease or I will take this story to the Star Tribune and whatever other news sources are available. Edina is out of control in their greed to accumulate money without accountability.

I have lived in Edina for 37 years. This used to be a very reasonable, well-managed community that made good use of their resources while maintaining very affordable tax rates. This is no longer the case. I and many others with whom I have had contact have absolutely had enough.

My home value was reassessed upwards of \$100,000. Plus I will have to incur the added expense of the road improvement project in front of my home which I could not pay outright (\$7,000) so it will be added to my property taxes as well (\$619/yr). My property tax bill is estimated to rise from \$3,894.798 to \$5,191.36, PLUS the extra \$619 for the road project, for a whopping total of \$5,810.36 per year!!!!!!!!!!!!!! I live in the Lake Edina/Cornelia neighborhood, not Indian Hills. An increase such as this will do nothing but drive residents to sell (many in my neighborhood have already baled) and also will discourage potential buyers from purchasing in Edina. If people really don't mind paying that much in property taxes they

would be smarter to go to Lake Minnetonka, Orono, etc., where they would actually have a gorgeous house to warrant the monstrous property taxes!!!

My home was built in 1984 and I purchased it in 1993. It is located on Poppy Lane in a "lesser" neighborhood of Edina. My backyard is directly adjacent to the on-ramp to Hwy 100 northbound with constant traffic noise, gas fumes, and cars speeding by. This is the first thing realtors and others mention upon entering my home and always comment that this would drive down the worth of my home. I have done only minor repairs to my home for maintenance purposes with no major improvements or remodeling whatsoever. The interior needs paint, new window treatments, the bathrooms and kitchen are all very outdated, and the basement needs new flooring. So, just what do you think potential buyers are going to say when they walk through my home and learn that the house comes with a bizarre property tax bill of \$5,810.36? Do you SERIOUSLY think they will consider purchasing it?!!! Unless they are totally out of their minds, they would move on very quickly. So, essentially Edina is now messing with the ability for me, and others, to sell my home for a reasonable price. In order to interest a buyer it would most likely be necessary to lower the sale price of the home accordingly to attract buyers because the yearly tax bill is so ungodly high.

Delving into this matter a bit further, I would like to ask who was responsible for the decision to suddenly increase the values so much higher on certain properties and not increase taxes at all on others. Just what was the criteria used? This recent tax hike WAS NOT an across the board increase as was relayed to me by a woman at the Edina Assessor's Office. I have received feedback from other Edina residents, some who indicated their taxes went up only \$5, some whose property taxes did not go up at all, and at least one other resident whose home value was raised by \$100,000 as mine was. It seems like a very arbitrary and unfair method was applied.

Also, I would like a budget for 2015 broken down into categories to determine just exactly how our money is being spent. I've noticed a lot of "improvements" such as roundabouts (irritating) and bike lanes (I've only seen one biker use the bike lane on W. 70th Street). There has been new development such as apartments and condos and another large project proposed at France and 72nd Street. So, tell me, shouldn't all of this new construction be contributing massive sums to Edina's coffers to provide some relief to residents,

not to mention all of the existing businesses up and down France Avenue alone including all of Southdale? Or, is Edina giving tax breaks to businesses and sticking it to the residents instead?

And, about the bike trail that is going to be constructed directly behind my property, did Edina actually cave in to Three Rivers Park District and throw in the 5 million they wanted? Did you decide to tax my property in particular because it does directly border the trail and you felt that justified the increase somehow? I don't know – it just sounds like there is no method to your madness in sucking up funds with vacuum force on targeted sources.

Oh, and I mustn't forget to bring up the subject of forcing Edina residents to foot their own bill entirely for neighborhood improvement projects. I've never before heard of such a thing in Mpls/St. Paul. Really? With the massive sums you're bringing in you can't even partially subsidize those projects – unbelievable. So, I'm really wondering who in the world would want to move to Edina given all of the above. It's getting to be a real rip-off community and the truth needs to be exposed.

To sum it all up, a 35% increase in my property taxes is criminal. Period. It is large scale theft of taxpayer money and is unjustified and immoral. I demand that my property taxes be lowered or I will seek out whatever methods are available to register my disgust with the way this city is managed. I will name names of City Council members, Mayor, etc., and will ostracize and condemn them publicly for their irresponsible handling and use of taxpayer funds. I am practiced at this having been victimized by scams in the past.

Please respond as soon as possible. Time is money. I will be compiling my list of outlets to tell my story to in the meantime.

Regards,
Bette

A handwritten signature in black ink that reads "Bette Anderson". The signature is written in a cursive, flowing style.

James Howland, Mayor

11.25.2014

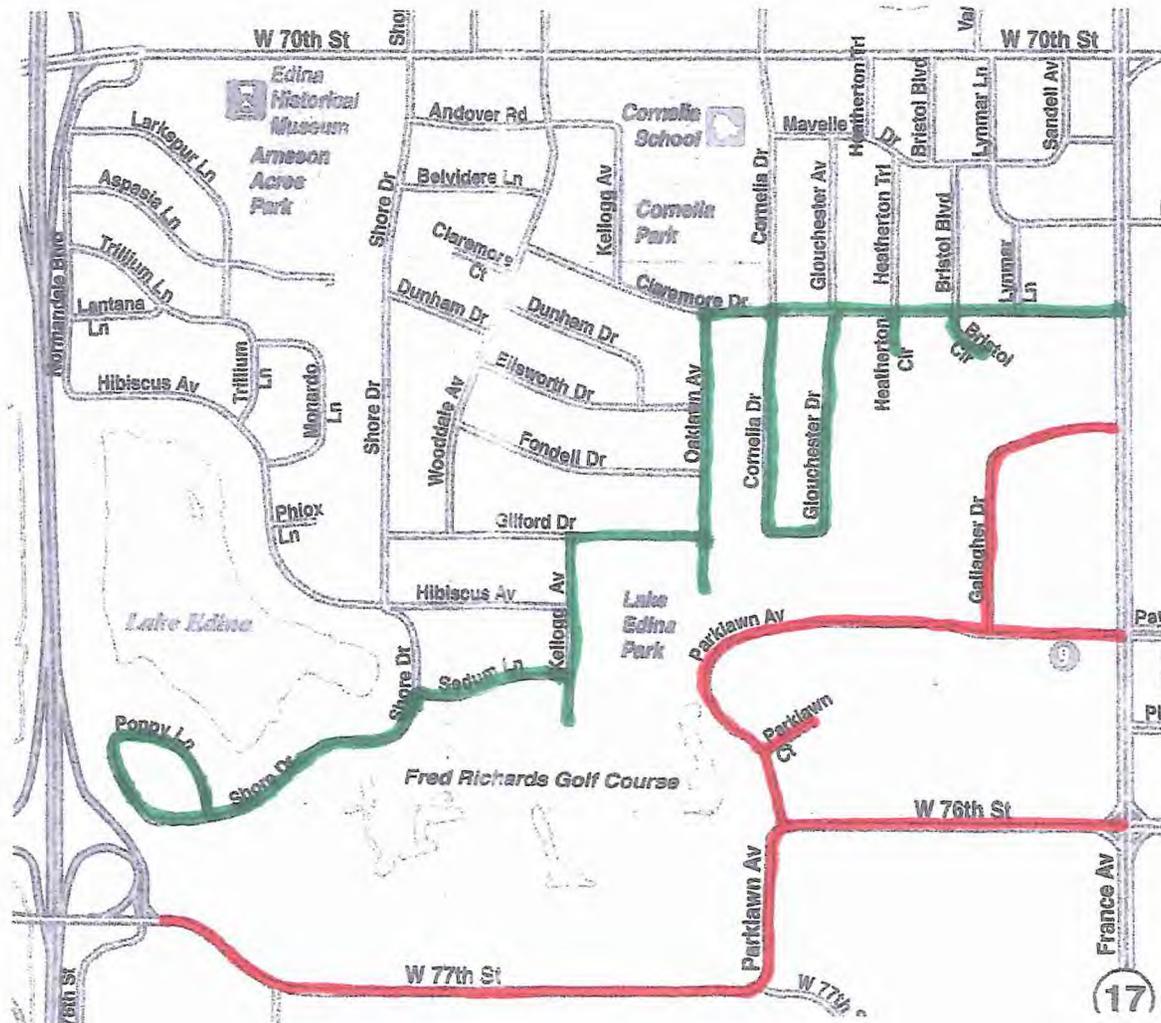
The way our neighborhood was laid out, the single-family streets shown in green do not go through to the multi-family units on streets shown in red. To put a multi-family project at the corner of 72nd Street, as they say on Sesame Street, "doesn't belong." In fact, if a design student drew this plan with a multi-family development at 72nd, they would probably get marked down and the professor would think that the student hadn't yet gotten the concept of the purpose of zoning.

If it were to actually be built, you would essentially be saying to residents of this project, we are putting you in this neighborhood but we really don't want you to access your house through the neighborhood and we are actually physically building it, and the street, so that you don't when you go out of it. What?

Just because this property is the first one to become available for re-development on the west side of France between 72nd and 76th is not a good reason for a project of this kind (multi-family) to go in there. A good deal on a bad thing is a bad deal.

Sincerely,

Barbara L. Turner
7315 Gloucester Dr.
952-835-9755



Heather Branigin

From: The Ettingers <mebee7007@q.com>
Sent: Monday, November 24, 2014 8:29 AM
To: Edina Mail
Cc: Edina Mail
Subject: Message for the Edina Council
Attachments: November 21, 2014 to Edina.docx

Can the attached please be forwarded to each member of the City Council.

November 21, 2014

Edina City Council

Re: West Shore Drive sidewalk proposal

Let me say from the beginning we are opposed to the sidewalk proposal. I have reviewed the Edina Vision plan, gone to meetings and talked to residents. I know some are opposed, some agree, and some are neutral. I understand the general concept of trying to create more pedestrian and bike friendly paths. In one of the quadrant meetings the City Engineer either didn't know or seemed uninterested in or glossed over many details. I'd like to make some points.

- West Shore Drive reclassification. There seems to be some reason why our street was reclassified into a roadway requiring sidewalks. We really don't know how that happened. It seems to be driven more by a plan to force sidewalks than anything else. The street has had the same volume of traffic for years. It can't have any more or less because the fact that the neighborhood can't change size given the borders.
- The lonely sidewalk to nowhere. Our street connects to nothing and is not a passageway to anywhere so I don't know what the City is trying to connect our street to. By the engineers own definition the overriding concern seems to be about students but even he says they would follow the sidewalk path part way and then cut over to the school on side streets. Actually, the students will take the shortest path, sidewalk or no sidewalk from their homes to the school. Does anyone really think that in rain, snow, cold or other bad weather that the students will go out of their way to take a sidewalk when there is a shorter path?
- Example, funneling the students to one place. The engineer's theory is that the students will all go up West Shore and cut over on Belvedere. He specifically said that. There are no sidewalks there. That means that all the kids from the entire neighborhood will according to his plan all go down a street together with no sidewalks that is never plowed first thing in the morning. And then to Wooddale, no sidewalks, and then to Andover, no sidewalks. You could argue that putting all the kids in one spot at one time greatly increases the danger of an accident. So we can't say the kids are walking to school on sidewalks. Even the engineer acknowledges that. They still will spend more time on streets than sidewalks.
- There are 902 homes in the Cornelia neighborhood. That includes from 62 on the North and the golf course on the south and from 100 on the West to France on the east. A ballpark number of houses who would end up with a sidewalk under this plan is maybe 40 or so. So we are talking about 4-5% of the neighborhood houses would have a sidewalk. So, if the goal is to make the neighborhood more walkable, pedestrian friendly and so forth I don't see how anyone could say that having sidewalks in 4% of the neighborhood accomplishes that. That is why this lonely sidewalk to nowhere would not be much used, won't change the number of walkers or their route, and won't change safety concerns. There is logically more of a safety concern when pedestrians come off and on limited sidewalks emerging between parked cars and so forth then just being visible on the street ahead for a long distance from a vehicle. There has to be another

way to redesign the walkways and paths then the sidewalk. Suppose you build the sidewalk and then discover it doesn't work, then what happens? Do you come back and build more sidewalks? Is there ever an end to this?

- Taking a hit for the team. What I don't like is that the sidewalk presents many challenges glossed over by your engineer. He says they will take care of everything. That's what a salesman says when he hasn't thought through all the details and is trying to sell you something before you figure it out. It's like building a house. There will be many issues and we all know that. I don't appreciate having to be among the 4% who have to deal with this when over 95% of the neighborhood is not affected.
- Example, parking. For years I have parked a 3rd car at the end of our driveway. It is in such a place that we can back other cars from the garage and swivel around it without having to jockey cars back and forth. It is also in a place that would block a potential sidewalk. Do you know there is a state law that you cannot block a sidewalk? All of a sudden I would not be able to have my car or guests park in the driveway because that would block your sidewalk and I could get ticketed. Huge inconvenience to me. Huge problem.
- Example, sprinklers. I have our system set to run first thing in the morning. Best time to run it per landscape companies. But would that get in the way of any students or pedestrians walking through my yard at that time? Am I going to get a call from someone who complains about the time I run my sprinkler because their kid is getting wet or has to run through the street? Am I going to be forced to some other schedule? Never a concern before.
- Example, re-engineer the sprinklers. I don't want to be watering a potential sidewalk. That would necessitate re-engineering the system. That means new heads, new underground lines. That also means several thousand dollars and digging trenches all through my yard all over again. It would take several years for the lawn to recover.
- Example, street project already done. A few years ago you dug up my corner and put in a new fire hydrant. The City did a poor job of fixing the lawn. We let it go because of the impending street and curb project. I will say I was in favor of the new streets and storm sewers. That worked out fine, glad to have it done. But, we lived through 3 seasons of construction, house shaking, dirt everywhere and so forth. At the end I had to have my house power washed, everything outside cleaned, windows, etc. If ever there was a time to do sidewalks it was then. Everything was in place, everyone's yard was already torn up. The City missed it's opportunity. I really don't want to go through this all over again and have everything torn up, curbs, yard, street, and so on. I spent a lot of time and money rebuilding the lawn afterwards. I have big landscaping bills and water bills to prove it.
- Example, fiscal issues. I would say it would be reckless and irresponsible to tear up the completed street project and rebuild it again after a few short years. No prudent business or homeowner would ever do anything like that. A prudent business or homeowner would be forward thinking and if something was done once perhaps they would just live with it rather than go to all the unnecessary additional expense. As elected city officials you need to think about these things.

- Example, maintenance. If I have a sidewalk no one is going to maintain it for me. I am on the corner and spend a lot of time mowing, edging all the way around and sweeping and everything else. With a sidewalk that doubles my weekly work to try to maintain my property. In the spring we get billions of those helicopter seeds from Silver Maple trees. I have to sweep them off the driveway because they stain it and now I would have a double chore with the sidewalk. In the fall we get lots of leaves. Again, its sweeping off the driveway and doubling the work with the sidewalk.
- Example, winter. On the corner as we get a ton of snow at the edge. I don't have to tell you last winter I had 5 feet of snow around my two streets. I don't have the time, energy, or equipment to clear all that snow. How can I be expected to do that? You might say I might have to hire it out. Ok, who is going to pay me the additional expense I have never had before? You might say the City will plow it as they do on 70th. But that is one step forward and one step back. The machine will inevitably damage some of the lawn. Every spring I will have to call the City and they will have to replace sod all the way down the sidewalk most likely.
- Example, liability. I have not researched this one yet. Who has liability of someone falls on my sidewalk because of ice? If the answer is that I do, then how do I deal with that? Do I need additional insurance and who is going to volunteer to pay that bill?
- Example, sidewalk replacement. Your engineer says down the road if there is problem with the sidewalk it is my responsibility and expense to fix it. Again, no one else in the neighborhood has that problem.
- Example, landscaping. Again, your engineer says they will take care of everything. But no assurances. And he avoids details. We know it never goes that smoothly. I would have to re-think my landscaping that exists and is planned.
- Example, City fixtures. I have a hydrant, street light, and street sign on my corner. How do they fit into the plan. If they have to be moved that's another huge hole in the ground and project. No one says.
- Example, property taxes. The City engineer says it enhances the value of our property. Does that mean on top of everything else they will use this as a basis to increase assessments so I get to pay more in property taxes for something I never had and never wanted?
- Example, we know what you need. This came out of nowhere with no advance notice. Many are still probably unaware of what is going on. Shouldn't this be important enough to be elevated to specific mailings?
- Example, surveys. What kind of survey did you do that tells you explicitly that everyone wants sidewalks? Possibly that was a very general survey that says do you like walkability and aren't sidewalks safer than walking in the street. We can all write surveys designed to yield the desired results. What about this a specific targeted survey to every house on West Shore from 66th to Hibiscus. It would be impartial and non-biased. It would describe the true advantages and disadvantages. Every household can read it and vote yes, no, or abstain. That would be a fair, transparent way to resolve this. I will be happy to go with the majority either way whether the answer is yes or no. At least that way everyone will feel the Council listened to the residents and

was transparent. The alternative is the Council telling us what we need, as in the prior paragraph, whether we truly need it, want it, or not.

- Example, neighborhood is what it is. This neighborhood was never designed or built to include sidewalks. You can retrofit it to do anything but it changes the aesthetics and feel of the neighborhood. A sidewalk neighborhood is not what I bought into 20 years ago. For those that believe they can't live without sidewalks there are sidewalk neighborhoods. That would be Country Club, Morningside, Minneapolis and more. We are not that.
- Example, consistency. For 60 years this neighborhood has not had sidewalks. We had a child who went through Cornelia, walked everyday and no problems. She walked to friends houses for years, no problems. She biked to neighbors houses, to the park, to the pool on streets with no sidewalks. Still no problems. Her friends did the same with no problems. What you propose is basically the answer to a question virtually no one asked. It is a solution to a problem no one knew we had. I was, in fact, kind of happy to buy into a house that had no sidewalks, even though I grew up with sidewalks, I knew that at least I had a lot less work to do. I've thought about that every year when it snows and been happy with that.
- Example, West Shore Highway. If WS somehow ends up with a sidewalk it would be in the same category as France Ave, 76th Street, and 70th Street. Whereas WS is residential, the other streets in the same class are heavily used commercial streets. Thus, is there a plan to tie WS in to the future development at Pentagon Park? Are you planning a back way in and out for all the future residents and commercial traffic down WS?

There are clearly many issues that have not been addressed, researched, explained, or thought through. This has been rushed.

If Council votes for this sidewalk in spite of all the problems and objections the result is a installing a sidewalk in 4% of the neighborhood. One way to somewhat mitigate that is to compensate us. The City can amend it's rules to fix any problems down the road with the sidewalk at it's expense. The City could abate our property taxes for the 30 year life of the sidewalk. The City could permanently indemnify us for any liability caused by an accident on the sidewalk. The City could amend it's rules to have staff available to maintain, clear, and shovel the sidewalk

Bottom line is it is I feel it is the epitome of being unfair that those of us unlucky to be the 4-5% who get stuck with a sidewalk to have to deal with all of the above for what is supposed to be a neighborhood sidewalk benefiting everyone. Throughout the other 95% continue on unaffected but I am stuck the inconvenience, additional expense, additional hassle, and additional maintenance, liability concerns, and labor requirements. I don't have time to do all of that. All of that for a misplaced sidewalk that connects to nothing, and does not change the walkability or safety concerns that we have now. Thus, this random lonely sidewalk to nowhere covering 4% of the neighborhood remains highly questionable as to whether it accomplishes the pedestrian push going on in the first place.

I hope some of you will seriously consider this message.

Respectfully,

Mark Ettinger

7007 West Shore Drive

Edina

Heather Branigin

From: Marge Fischer <Marge.Fischer@heart.org>
Sent: Monday, November 24, 2014 9:05 AM
To: Edina Mail
Subject: Lawn ruined by snow plow
Attachments: photo 4 (2).JPG

Every winter our lawn is damaged by your snow plowing. Last summer we had new sod laid and now the front yard is ruined again. Why send in such large plows on residential streets? We would appreciate it, if our lawn is repaired with new sod and not seeded as some lawn were last summer. Also forgot about sidewalks, we don't need them and we don't want them!! Repair the Edina streets first. Marge

Marge Fischer
Administrative Associate, Communications

Midwest Affiliate
4701 W 77th Street | Minneapolis, MN 55435
Marge.fischer@heart.org | www.heart.org
P 952.278.7909

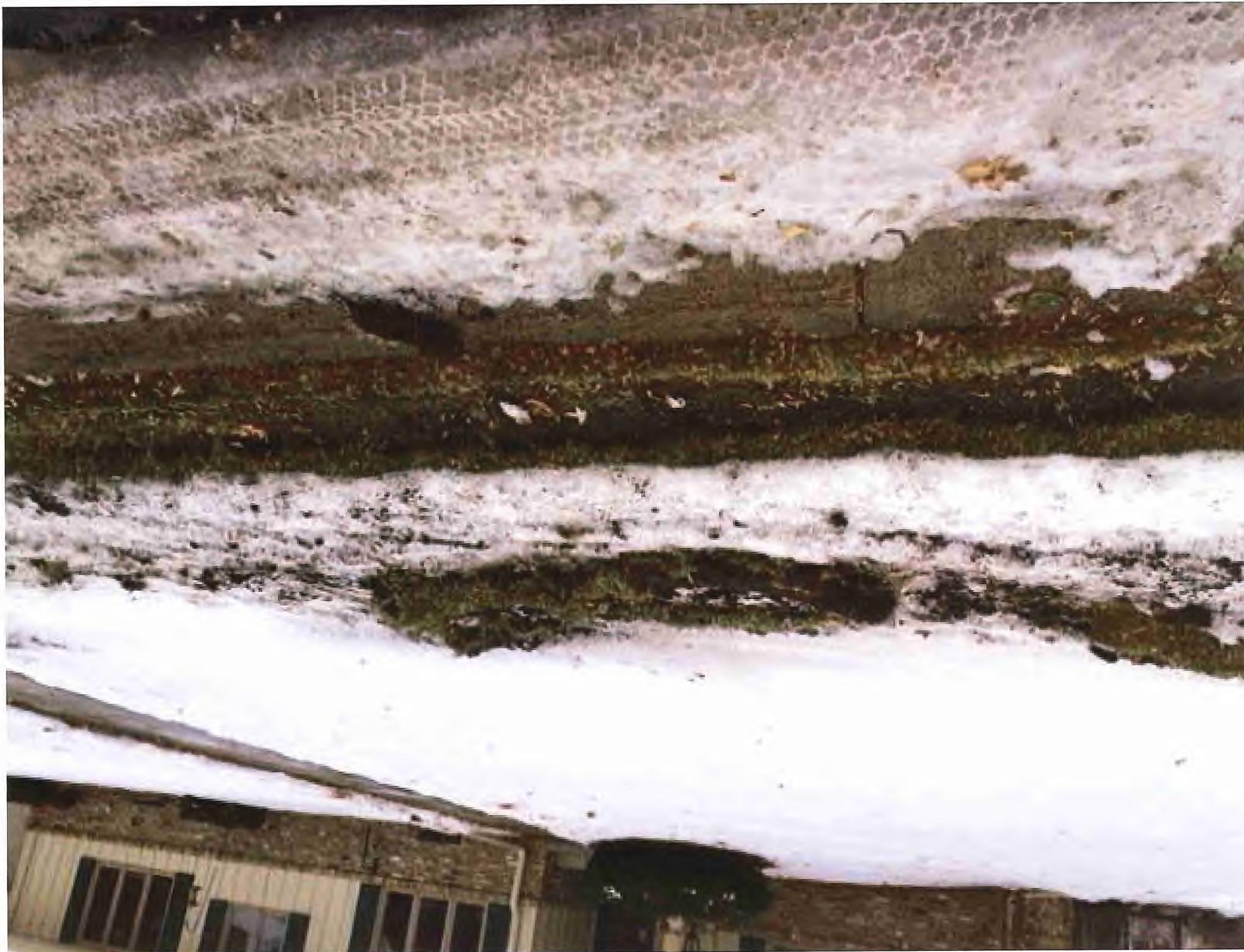
www.heart.org/lifeiswhy

my family is why



American Heart Association | **American Stroke Association**

life is why™



Heather Branigin

From: Mark K. Nolan
Sent: Monday, November 24, 2014 3:59 PM
To: 'davies@visi.com'
Cc: Chad Millner; Janet Canton; Edina Mail
Subject: RE: replying to Strategic plan request

Diane,

Thank you for reaching out regarding the Sidewalk Facilities Map and sidewalk planning in Edina. Your email will be included with other resident correspondence for the City Council for their Dec. 2 meeting.

If you wish to discuss your questions directly, please feel free to call me at 952-826-0322 and we can discuss.

Thanks again,



Mark Nolan, AICP, Transportation Planner

952-826-0322 | Fax 952-826-0392

MNolan@EdinaMN.gov | www.EdinaMN.gov

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

From: Diane Davies [<mailto:davies@visi.com>]
Sent: Friday, November 21, 2014 7:24 AM
To: Janet Canton
Subject: replying to Strategic plan request

Hi

Could you please send me a summary of the research that has been done so far. I attended a meeting re: sidewalks this week and was surprised to discover that one of the neighborhoods slated to get sidewalks had told the City years ago that they did not want sidewalks and that they still do not want sidewalks.

In the MPLS Trib a reference was made to research saying Millennials want sidewalks. Please send the references.

At the "Sidewalk discussion meeting " this past week one millennial said she preferred to run and bike on the street because it was better for her knees, the other millennial who spoke said wanted sidewalks (eventhough her property would not be getting a sidewalk)..

It was mentioned that there had been 3 surveys of Edina residents, all since I moved here in 2009. When I asked how I didn't receive any of the surveys I was told it was a random survey. It was pointed out by another resident attendee that the surveys were not done in a statistically scientific way and he recommended that Edina conduct a comprehensive survey and engage all residents..

I am very confused about what has been done, what the results are and what the plans are going forward. Many people left the meeting this week feeling that they don't get the opportunity for input and that the City just does what it wants without communicating with the residents.

I would like to get a fuller picture of the issues re: walking trails and sidewalks. Someone at the Mon meeting said she wanted trails not sidewalks. Is that what lead to the confusion and chaos?

Please help me better understand this,

Thanks

Diane

Heather Branigin

From: gbgriffiths@mac.com
Sent: Tuesday, November 25, 2014 7:30 AM
To: Edina Mail
Subject: Contact Us form submission

Name: George Griffiths

Organization:

Website:

Address_1: 4444 Dunham Drive

Address_2:

City: Edina

State: MN

Zip_Code: 55435-4140

Email: gbgriffiths@mac.com

Phone: 952-922-2744

Referrer: about_town_or_other_city_publication

Message: Edina City Council Members - Edina HRRC Members The City of Edina has requested public input on changing the name of Columbus Day in response to an advisory memo from the Edina Human Rights and Relationship Commission because Columbus "perpetuated extreme cruelty and violence against the Indigenous Peoples." The City Council has to decide whether to recognize Columbus as the discoverer of the New World and continue to commemorate and celebrate this fact or to condemn Columbus for his actions which were the law of the land in the Old World before he discovered the New World. I strongly recommend that City Council and HRRC members research the Doctrine of Discovery and the history of the Native American's treatment after the death of Columbus in 1506. The Doctrine of Discovery became the law in the United States in 1823. As recently as 2005 the Doctrine of Discovery was the basis for the United States Supreme Court ruling against the Oneidas. Today the Doctrine of Discovery is alive and well as the issue of racism and exploitation of Native American sports mascots continues to flood the media. To paraphrase a definition of war - we have met the perpetrators and they are us. Not Columbus but the immigrants who left the Old World and subdued the indigenous people of the New World are to blame for the extreme cruelty and violence. Perhaps they were some of our relatives! George Griffiths 11/25/2014

Heather Branigin

From: Collin Nelson <collin.nelson@gmail.com>
Sent: Tuesday, November 25, 2014 8:41 AM
To: Edina Mail; Jackie Hoogenakker
Subject: Concerns from a Resident - 7200 France Development

Please forward this message to Cary Teague, the Community Development Director, the Mayor and all members of the City Council

Members of the city government -

I am a new resident to Edina, but am very familiar with the city and the area, with my wife having grown up here. She attended Cornelia elementary, the same school that our 2 children will attend. We bought our home as a long-term investment in a well established community where we would raise our kids and get involved in civic activities. I wanted to express some concerns and opinions I have regarding recent and upcoming decisions by the city council.

-Fred Richards Golf Course closing: An unfortunate decision, but what's done is done. You can spin the election results how you want, but I firmly believe that this past election was a referendum on the choice to close The Fred without taking the time to solicit and factor in the feedback from your constituents. Mr. Sprague will not be on the council in the next term, and if Ms. Bennett had sought re-election, I believe her fate would have been the same. Please perceive these election results as a 'shot across the bow,' and take the next two years to repair your relationship with the citizens of Edina.

-7200 France Development: The current proposal by the developer is far outside the parameters of the existing Comprehensive Plan, and by no means warrants any type of variance. There are multiple reasons why there is a need to hold to the plan, which are

1. Public Works loading - building a structure this size would definitely put a drastic increase on public works as far as stormwater runoff and sanitary sewer treatment needs. Who is going to pay for any needed upgrades to the utilities?
2. Population density - For the proposed target demographics of the rental units, there would be an influx of school age children into the Cornelia school. Is the school able to handle this surge of new students?
3. Cut through traffic on Cornelia, 72nd, and West Shore - this is the issue that is most important to me. Any redevelopment of the existing structure to include housing would increase this traffic, but a building of this size and composition (offices, retail, and housing) would generate a *massive* increase in traffic on these residential streets. Anyone who thinks that putting the retail entrance on France, making sure residents can only exit east on to 72nd, or "encouraging the residents to be good neighbors" as was proposed at the city council meeting I went to this summer, is either ignorant, stupid, or both. We chose the location of our house because it was tucked away off of main traffic thoroughfares, and would allow our kids to play in the neighborhood and perhaps walk to school without having to cross any major roadways. Now I'm not so sure.
4. Increased traffic stoppages on France Ave - This development would likely require another stoplight on France Ave, further hampering traffic flow on the street. I'm sure the city engineering dept would love to cut up their newly re-done roadway as well.
5. Qui Bono? There are three interest that stand to benefit the most from the proposed development - The developer, the contractor, and the real estate interest. The nearby community is not among that list. There is an abundance of apartment housing available in the Cahill and Edinborough areas, and if you're looking for affordable single family homes, they're knocking them all down along Wooddale Ave. The only reason that the

developer is hammering home the moral high ground of providing 'affordable housing' to the community, is that by including affordable housing, it guarantees 20% of their financing. Implementing the affordable housing mandated by the MET council would be best done spread around the city - not in huge swaths.

Thank you for all the time you have collectively put into serving this community, and thank you for taking the time to read my comments and concerns. I hope you heed the recommendation of the Planning Commission and city staff and turn down the proposed development, and hold the developer to the current Comp Plan requirements.

Sincerely,
Collin Nelson

--
4516 Hibiscus Ave
Edina, MN 55435
c) 901/598-0633
collin.nelson@gmail.com

Heather Branigin

From: deanne dubbs <ddubbs@hotmail.com>
Sent: Tuesday, November 25, 2014 12:18 PM
To: Edina Mail; Mary Brindle (Comcast); swensonann1@gmail.com; jonibennett12@comcast.net; joshsprague@edinarealty.com
Subject: Opposition to Maddox Lane Sidewalks

To: Mayor Hovland and Edina City Council Members,

There are some serious flaws in the way Maddox Lane was chosen for the Comprehensive Sidewalk Plan. To assume that a high volume of car traffic is an indicator of pedestrian usage is the most glaring. The city engineer, Mark Nolan, admitted at the November 17th sidewalk community meeting that the city has the capability to study pedestrian counts on streets but feels it is not cost effective to do so. The Wyman Bridge is not a pedestrian destination. There is nothing enticing people to walk either direction over the bridge. The bridge is used by cars in our neighborhood to access Hwy 100 south since the interchange at Benton Ave. only allows for northbound entry. A sidewalk on our street will not attract walkers as there are no destinations in our neighborhood, just blocks and blocks of homes. If you placed the sidewalk in the center of the Birchcrest neighborhood it would at least be more easily reached by a majority of residents rather than placing it at the very edge on Maddox Lane.

Since the snow season started on November 10th this year, I have only seen one person with their dog on Maddox Lane. If it were truly concerned about the safety of the residents the city officials should realize the dangers of residents who would be risking their health to keep sidewalks clear of snow and ice. Risks of falls and heart attacks are dangers not to be overlooked. The city mayor claims that it needs to attract the millennial generation to live in Edina. With all the tear-downs and high home prices it would seem that the city is doing just fine attracting new residents. Does the city not have a duty to care about its current residents? Long time neighborhood residents have knowledge and wisdom that the city would be foolish to ignore.

The sidewalk on Tracy Ave. as it goes up the hill to the high school is plowed by the city but of the three pedestrians I have seen on the hill since November 10th, two were jogging in the street. Only one person used the icy sidewalk. Maybe the city should use

some of the “free sidewalk money” to do a better job of snow removal on the sidewalks the city already maintains.

In an article in the Minneapolis newspaper the mayor is reported to have said that Edina isn't going to change course on a transportation plan that has been in the works for 10 years. For over 9 and a half years that plan was unknown to residents of Maddox Lane. The surveys, so often cited by the city planners, did not include anyone living on our street. If the uproar over closing the golf course was not heard by city government, then I fear that our concerns have slim hope of impact. I just hope that the mellenials, with their supposed vision of utopia, bring their shovels when they move in. It's a long winter we have here.

Heather Branigin

From: Ryan Gordon <ryandgordon@hotmail.com>
Sent: Tuesday, November 25, 2014 12:57 PM
To: Edina Mail
Subject: Attn: City Council and Engineering

Dear City of Edina Engineering Representative,

I'm a resident in Edina's Countryside H neighborhood and received the Notice of Public Hearing for our neighborhood's roadway reconstruction project proposal and hearing. I will not be able to make the public hearing at the City Council meeting on 12/9. But I do have a question that was not addressed (or if it was, was not easily visible) in the November 2014 Engineering Study report.

The proposed project cost communicated earlier this year was estimated to be between \$8,600 - 10,900 per REU. Yet, in the most recent communication, the proposed project cost, funded through special assessment, is \$11,732/REU. This proposed cost is also at the upper end of the Public Hearing Assessment costs for past completed roadway reconstruction projects. I would like to know what factors contributed to this higher proposed project cost compared to the earlier estimate and the cost from other neighborhood's in Edina that went through roadway reconstruction.

Thank you,
Ryan Gordon

Ryan Gordon
Mobile: 952-923-7182
Email: ryandgordon@hotmail.com

1365 South Grade Road SW
Hutchinson, MN 55350
November 20, 2014

To Edina City Hall,

Hello, I am a 6th grade student at Hutchinson Middle School in Hutchinson, MN. Our social studies class is doing a project where we select two cities in Minnesota and write a letter to those communities to describe the history of Hutchinson. We hope to receive information or materials back to share with our Class about the importance of your community.

First, let me start by describing myself and interests. I was born at Fargo and lived at Hutchinson for about two years. I like track and swimming. My family live in the country. I have 21 cats and 1 dog. It is just me and my mom. My mom and I like to spend time with my mom.

Now I would like to tell you about the town of Hutchinson. The town was founded and started by the three Hutchinson brothers. The town was attacked by the Sioux Indians during the Sioux Uprising. Chief Little Crow was a leader of the Indians. He was later shot just North of Hutchinson. Hutchinson has the second oldest park system in the United States. Only Central Park in New York City is older. There are a lot of lakes in the area. The Crow River also flows through town. More and more businesses are moving and building in Hutchinson. 3M is a major manufacturer and a company in town.

Thank you for reading my letter about the history of Hutchinson. I would appreciate it if you could send a letter, information, or any materials back so that I could inform my class about your town.

Sincerely,



Jaden

1365 South Grade Road SW
Hutchinson, MN 55350
November 20, 2014

Hello,

Hello, I am Ty a 6th grade student at Hutchinson Middle School in Hutchinson, MN. Our social studies class is doing a project where we select two cities in Minnesota and write a letter to those communities to describe the history of Hutchinson. We hope to receive information or materials back to share with our class about the importance of your community.

First, let me start by describing myself and interests. I was born and raised in Hutchinson. I like playing football, baseball, lacrosse, and my favorite sport of all is hockey. I have two older brothers. My family and I live in the country and have a big pond and we skate all the time. I go snowmobiling and hunting out at my house.

Now I would like to tell you about the town of Hutchinson. The town was founded and started by the three Hutchinson brothers. The town was attacked by the Sioux Uprising. Chief Little Crow was a leader of the Indians. He was later shot just north of Hutchinson. Hutchinson has the second oldest park system in the United States. Only Central Park in New York City is older. There are a lot of lakes in the area. The Crow River also flows through town. More and more businesses are moving and building in Hutchinson. 3M is a major manufacturer and company in town.

Thank you for reading my letter about the history of Hutchinson. I would appreciate it if you could send a letter, information, or any materials back so that I could inform my class about your town.

Sincerely,


Ty

Attention Luke Wollan
1365 South Grade Road SW
Hutchinson, MN 55350
November 19, 2014

To Whom It May Concern,

Hello, I am a 6th grade student at Hutchinson Middle School in Hutchinson, MN. Our social studies class is doing a project where we select two cities in Minnesota and write a letter to those communities to describe the history of Hutchinson. We hope to receive information or materials back to share with our class about the importance of your community.

First, let me start by describing myself and interests. I was born in Hutchinson and still live there. Some sports I play are: Football, Basketball and Baseball. We live in the town of Hutch. I like playing Frisbee golf too. I also love playing video games. I have three siblings.

Now I would like to tell you about the town of Hutchinson. The town was founded and started by the three Hutchinson brothers. The town was attacked by the Sioux Indians during the Sioux Uprising. Chief Little Crow was a leader of the Indians. He was later shot just North of Hutchinson. Hutchinson has the second oldest park system in the United States. Only Central Park in New York City is older. There are a lot of lakes in the area. The Crow River also flows through town. More and more businesses are moving and building in Hutchinson. 3M is a major manufacturer and company in town.

Thank you for reading my letter about the history of Hutchinson. I would appreciate it if you could send a letter, information, or any materials back so that I could inform my class about your town.

Sincerely,

Luke Wollan

Attn: Alyssa Johnson
1365 South Grade Rd.
Hutchinson, MN 55350
November 20, 2014

To Whom It May Concern,

Hello, I am a 6th grade student at Hutchinson Middle School in Hutchinson, MN. Our social studies class is doing a project where we select two cities in Minnesota and write a letter to those communities to describe the history of Hutchinson. We hope to receive information or materials back to share with our class about the importance of your community.

First, let me start by describing myself and interests. I was born and have lived in Hutchinson my entire life. I like to dance, play the piano, and play the clarinet. I one younger brother and one younger sister. My family and I live in Hutchinson. I enjoy doing hair on my sister and watching Cute Girls Hairstyles videos.

Now I would like to tell you about the town of Hutchinson. The town was founded and started by the three Hutchinson brothers. The town was attacked by the Sioux Indians during the Sioux Uprising. Chief Little Crow was a leader of the Indians. He was later shot just North of Hutchinson. Hutchinson has the second oldest park system in the United States. Only Central Park in New York City is older. There are a lot of lakes in the area. The Crow River also flows through town. More and more businesses are moving and building in Hutchinson. 3M is a major manufacturer and company in town.

Thank you for reading my letter about the history of Hutchinson. I would appreciate it if you could send a letter, information, or any materials back so that I could inform my class about your town.

Sincerely,

Alyssa Johnson

With many thanks from...



Edina
Give and Go.org

Small needs. Big Impact on our youth.

Lillian Mantiff
and Julie Swoop.

Heather, What a pleasure
to be a part of your giving
campaign! A HUGE
thank you to ALL!
Lillian.



800 LaSalle Avenue
P.O. Box 59038
Minneapolis, MN 55459-0038

November 21, 2014

In August 2013, Center Point Energy filed a request with the Minnesota Public Utilities Commission (MPUC) to change its rates for utility distribution service. Earlier this year, the MPUC approved an annual revenue increase of approximately \$32.9 million or 3.9 percent, which goes into effect Dec. 1, 2014. Under the final order, the monthly Basic Charge for residential customers will increase \$1.50 per month from \$8.00 to \$9.50, and the per-therm Delivery Charge increases from \$0.16637 to \$0.18458.

The rate changes will affect individual monthly bills differently depending on the amount of natural gas used and the customer's rate class. The effect on an average residential customer's bill (who uses approximately 900 therms in a year) will be an increase of about \$2.85 per month, or \$34 per year. Bills will also vary because the wholesale cost of natural gas changes each month.

State law allowed CenterPoint Energy to collect interim (temporary) rates while the MPUC considered the rate increase request. Since the final rate increase is less than the interim rate increase, CenterPoint Energy will refund the difference, with interest, beginning in December 2014. A typical residential customer's refund will be about \$11.

The Commission's approval also included a new revenue decoupling pilot program, which will begin in July of 2015. Revenue decoupling is a rate mechanism that separates the link between the amount of revenue CenterPoint Energy earns and the amount of natural gas used by customers. Revenue decoupling allows CenterPoint Energy to adjust rates up or down each year to make up for any shortfall or excess in revenue that is not related to the cost of gas. More information about the revenue decoupling pilot program will be available online and in print soon.

The best way for customers to manage their natural gas bill is to lower usage. CenterPoint Energy has a nation-leading program to help customers increase the energy efficiency of their homes and businesses. We offer low-cost home energy audits to help identify ways customers can reduce energy costs and increase their comfort. We also have numerous rebate offerings for high-efficiency natural gas equipment that help lower operating costs. We maintain a website for energy saving ideas with many low-cost and no-cost ideas and information, including a tool to compare this year to last year for temperature and consumption. You can learn more about these and the many other ways we are helping our customers reduce their usage and their gas bills by visiting CenterPointEnergy.com/SaveEnergy.

Enclosed is a copy of the bill insert that will be included in customer bills starting in December 2014 when final rates are implemented. The insert provides more detailed information explaining how the new rates will affect monthly bills and encourage energy conservation.

If you have questions, comments or would like more information, you are invited to visit our website at CenterPointEnergy.com/RateCase.

Sincerely,

A handwritten signature in black ink that reads "Joe".

Joe Vortherms
Division Vice President - Regional Gas Operations

Enclosure: Final Rates Bill Insert



HOW TO LEARN MORE

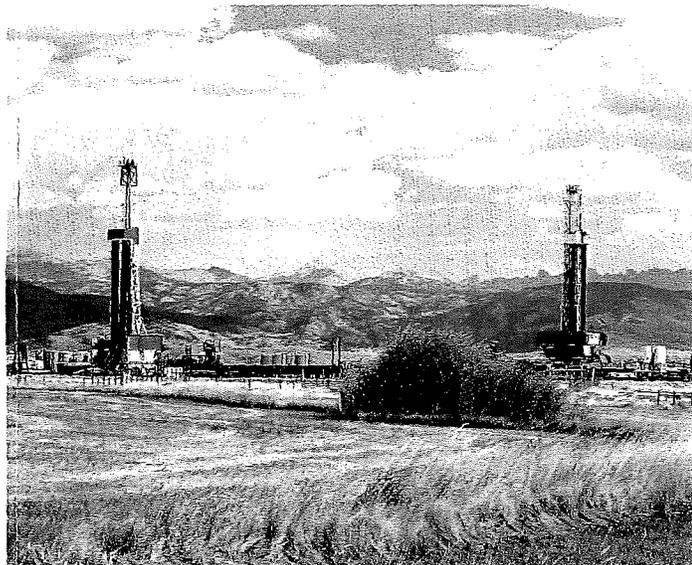
To learn more visit our website at CenterPointEnergy.com/RateCase and take advantage of our online calculator to learn about how reducing your natural gas consumption can lower your monthly bill.

Residential

612-372-4727 • 800-245-2377

Business

Call your account manager or the Business Customer Hotline
612-321-4939 • 877-809-3803



NEW NATURAL GAS DISTRIBUTION RATES APPROVED IN 2014

Charges begin with the enclosed bill

In August 2013, CenterPoint Energy filed a request with the Minnesota Public Utilities Commission (MPUC) to change its rates for utility distribution service. The filing, known as a rate case, sought to increase the company's annual revenues by \$44.3 million or 5 percent.

MPUC approves new rates

The MPUC approved an annual revenue increase of approximately \$32.9 million, or 3.9 percent. Under the final order, the monthly Basic Charge for residential customers increases from \$8.00 to \$9.50, and the per therm Delivery Charge increases from \$0.16637 to \$0.18458.

The new rates approved by the MPUC also include an important change – see inside for information about the new revenue decoupling pilot program that will start next year.



RATES VARY BY CUSTOMER CLASS

Rate changes will affect individual monthly bills differently depending on the amount of natural gas used and the customer's rate class. The effect on an average residential customer's bill (who uses approximately 900 therms in a year) will be an increase of about \$2.85 per month, or \$34 per year. Bills will also vary because the wholesale cost of natural gas changes each month.

Customers' bills contain three parts: Basic Charge, Delivery Charge and Cost of Gas, which is passed through directly to customers without mark-up. The Basic Charge and Delivery Charge recover only the cost of providing utility distribution service to our customers. They do not include wholesale gas costs – which make up about 60-70 percent of the bill.

Monthly Basic Charge:	Current	New
Residential	\$8.00	\$9.50
C/I-A	\$12.00	\$15.00
C/I-B	\$18.00	\$21.00
C/I-C	\$43.00	\$43.00
SVDF-A	\$60.00	\$50.00
SVDF-B	\$90.00	\$80.00
LVDF	\$600.00	\$800.00

Delivery Charge (per therm):	Current	New
Residential	\$0.16637	\$0.18458
C/I-A	\$0.14660	\$0.14129
C/I-B	\$0.14422	\$0.13349
C/I-C	\$0.13362	\$0.13969
SVDF-A	\$0.09941	\$0.11409
SVDF-B	\$0.09420	\$0.10697
LVDF	-\$0.04270	\$0.05034

Note: The current and new per therm delivery charges do not include the per therm charge for the Conservation Improvement Program Adjustment Rider that is used to recover conservation costs not included in base rates.



Refunds on interim rates. State law allowed CenterPoint Energy to collect interim (temporary) rates while the MPUC considered its rate case. The company began collecting annual interim rates of \$42.9 million, on October 1, 2013. Since the final rate increase is less than the interim

rate increase, the company will refund the difference, with interest, beginning in December 2014 bills. A typical residential customer's refund will be about \$11.

New revenue decoupling pilot program starts July 2015

The purpose of revenue decoupling is to reduce CenterPoint Energy's disincentive to promote energy conservation and energy efficiency. Revenue decoupling separates the link between the amount of revenue CenterPoint Energy collects from its customers and changes in the amount of natural gas they use. Revenue decoupling allows CenterPoint Energy to automatically adjust its rates for residential, commercial and industrial customers once each year. CenterPoint Energy will adjust its rates up or down each year to make up for any short fall or excess in non-gas sales revenue. This pilot program will start with July 2015 usage. The first decoupling rate adjustment will appear on customer bills in fall 2016. We will provide more information on the decoupling pilot program in the future.

Customer type (usage in therms)	Avg monthly usage in therms	Avg monthly bill current rates	Avg monthly bill new rates
Residential - Small	37	\$32.00	\$34.19
- Medium	73	\$55.35	\$58.20
- Large	110	\$79.35	\$82.89
Commercial/Industrial			
Up to 1,500/year	60	\$50.00	\$53.00
1,500 to 5,000/year	226	\$160.00	\$161.00
5,000 or more/year	1,137	\$741.00	\$748.00
Small Volume Dual Fuel Sales Service			
Up to 120,000/year	3,800	\$1,995.00	\$2,041.00
120,000 or more/year	13,745	\$7,017.00	\$7,162.00
Large Volume Dual Fuel Sales Service	70,000	\$30,752.00	\$31,487.00

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

From: Chris Rofidal [<mailto:crofidal@comcast.net>]

Sent: Wednesday, November 26, 2014 4:12 PM

Subject: Opposition to 7200 France

Please forward to Edina City Council....Thank you!

Dear Edina City Council-

Just a brief note in opposition of the 7200 France project as is currently being proposed. Clearly the Comprehensive Plan is being violated which is the main issue. That said, my issue is regarding the process of this application as it now sits with you.

Please consider that both the City Planners and the Planning Commission are NOT recommending this application. How many times have we heard people complaining when they feel City Staff is ramming something through? How many times do you hear complaints that the Planning Commission did not listen to the residents at the public hearing? Well, guess what...not this time. This time both your planning professionals and appointed Commission have said TO DENSE for the West side of France.

Please do the right thing by asking the developers to go back to the drawing board on this one. I grew up within a 9 iron of that site and the area is maxed out. As an aside, please ask tough questions about drainage and water runoff. I can tell you first hand that after a series of hard rainfalls, I have swam in that parking lot as a kid. Not the smartest thing I have ever done :)

Good luck and thank you for your service to our Community. Thanks also to the City Staff who have done their due diligence on this one...

Chris

Chris Rofidal

612 963 2887 cell

952 285 4459 work

crofidal@comcast.net

<http://www.linkedin.com/in/crofidal>

From: Jane Melroe [<mailto:jmbrumel@gmail.com>]
Sent: Monday, December 01, 2014 9:42 AM
To: Cary Teague
Subject: Rezoning request for 7200 France Avenue

Note to you, the Mayor and all members of the City Council:

I strongly oppose the rezoning request by the developers of the 7200 France Avenue site. The developers revised proposal is still in excess of the City's Comprehensive Plans in terms of height, living density and floor area ratio. I am especially concerned about the traffic problems that any building in this area will create for the residents in the Cornelia neighborhood.

I would like to see the Council follow Staff and Planning Commission recommendations that the developer's revised proposal be denied.

The existing Comprehensive Plan with its 4 story height limit, FAR requirements and prohibition of retail on the parcel **is and will continue to be valid**. Do the right thing and support the residents in voicing their opinion that on this particular site the redevelopment requirements are set.

Jane Melroe
952-926-9736

Heather Branigin

From: Patrick Wrase
Sent: Tuesday, November 25, 2014 3:28 PM
To: 'ryandgordon@hotmail.com'
Cc: Edina Mail; Chad Millner
Subject: RE: Attn: City Council and Engineering

Hello Mr. Gordon,

Thanks for the questions and concerns regarding the upcoming Countryside H Neighborhood Reconstruction project.

You are correct that we presented a range of \$8,600 to \$10,900 at the July 28, 2014 informational meeting. Since that July meeting, we have met with contractors, had discussions with others and have reviewed the economic outlook for construction costs. All the data is showing a greater increase in prices than we had anticipated in July. All signs are showing greater volatility in the prices. Knowing this information, we wanted to notify both the residents and council of our concerns as soon as possible and the first opportunity was the PIH. Using the information we have today, we added additional contingency to the estimated project costs and assessments. We are going to do two things to allow us the opportunity to reduce those assessments.

1. Bid the project in Feb/early March before other communities to get the best prices available
2. Continue to look for efficiencies during construction to save project costs

While we would have liked to be able to hold the range discussed in July, we felt it was better to get that information out to everyone now versus surprising the residents and council during the final assessment hearing. I understand the \$900 difference is not a small number but I hope you understand our thinking that now is the time to have this discussion.

Thanks for being engaged in your project, please contact me at your convenience if you have any additional questions.

Pat



Patrick Wrase, Assistant City Engineer

952-826-0443 | Fax 952-826-0392

PWrase@EdinaMN.gov | www.EdinaMN.gov

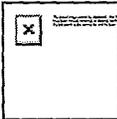
...For Living, Learning, Raising Families & Doing Business

Begin forwarded message:

From: Edina Mail <mail@EdinaMN.gov>
Date: November 25, 2014 at 1:21:50 PM CST
To: Chad Millner <cmillner@EdinaMN.gov>
Subject: FW: Attn: City Council and Engineering

Good afternoon,

This message has been forwarded to the Mayor and Council members and Chad Millner.



Lynette Biunno, Receptionist

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

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

From: Ryan Gordon [<mailto:ryandgordon@hotmail.com>]

Sent: Tuesday, November 25, 2014 12:57 PM

To: Edina Mail

Subject: Attn: City Council and Engineering

Dear City of Edina Engineering Representative,

I'm a resident in Edina's Countryside H neighborhood and received the Notice of Public Hearing for our neighborhood's roadway reconstruction project proposal and hearing. I will not be able to make the public hearing at the City Council meeting on 12/9. But I do have a question that was not addressed (or if it was, was not easily visible) in the November 2014 Engineering Study report.

The proposed project cost communicated earlier this year was estimated to be between \$8,600 - 10,900 per REU. Yet, in the most recent communication, the proposed project cost, funded through special assessment, is \$11,732/REU. This proposed cost is also at the upper end of the Public Hearing Assessment costs for past completed roadway reconstruction projects. I would like to know what factors contributed to this higher proposed project cost compared to the earlier estimate and the cost from other neighborhood's in Edina that went through roadway reconstruction.

Thank you,
Ryan Gordon

Ryan Gordon
Mobile: 952-923-7182
Email: ryandgordon@hotmail.com

Heather Branigin

From: David/Karen Carlson <dcarl@iphouse.com>
Sent: Thursday, November 27, 2014 6:01 PM
To: Edina Mail
Subject: Letter for Mayor and Council Members
Attachments: 7200 France Avenue letter.doc

Hello:

Please distribute the letter in the enclosed attachment to Mayor Hovland and the other members of the City Council at the earliest possible time.

Please notify us if for some reason you are unable to open the attachment. Thank you very much.

David J. Carlson

4713 Aspasia Circle
Edina, MN 55435
952-926-3385

4713 Aspasia Circle
Edina, MN 55435
November 27, 2014

To Mayor Hovland, and Edina City Council Members:

As residents of the Lake Edina neighborhood for more than 40 years, we are writing to express our concern over the proposed 7200 France Avenue development.

We note that the Planning Commission voted unanimously against this proposal. Our own specific objections are as follows:

- 1) The proposal does not fall within the guidelines of the Edina Comprehensive Plan, both in terms of building height and density. It is a massive amount of construction on a relatively compact building site. A six story building with as many apartments as are proposed will drastically change the character of the adjacent neighborhood of principally single-family homes. We believe it will be detrimental to the neighborhood.
- 2) The size and scope of this project, including commercial enterprises along with apartments, with primary access from W. 72nd Street will cause major traffic congestion and back-up on a residential street which is commonly used by Lake Edina neighborhood residents as a convenient route to the businesses on France Avenue. In addition, increased traffic along 72nd Street and Claremore Drive seems likely to result in safety concerns for children on the south side of Cornelia School.

We find the proposed 7200 France Avenue project to represent a very piecemeal approach to redevelopment along the west side of France Avenue. It would seem prudent for the City Council to take a step back, and from the 25,000 foot level consider its vision for the west side of France Avenue between W. 72nd Street and I-494 in broad terms. If nothing else, the council could consider that portion which abuts a single-family neighborhood. For example, a potential redevelopment of the entire parcel on the west side of France between 72nd Street and Gallagher Drive, with building height and density in compliance with the Comprehensive Plan, might be explored. (It is our opinion that the current 7250 France building is also a likely prospect for future redevelopment.) Such a redevelopment would allow access from both 72nd Street and Gallagher Drive, and be amenable to a design for improved, safer flow of traffic through the neighborhood (perhaps a one-way entrance and exit to off-street parking areas).

In summary, we believe the 7200 France proposal is fatally flawed due to its non-compliance with the Edina Comprehensive plan, and also due to its piecemeal nature, which will seriously impede traffic flow on a key neighborhood street. If allowed to proceed, it will have detrimental effects on Edina neighborhoods south of W. 70th Street and east of Highway 100, and consequently, on the city of Edina. Whatever redevelopment ultimately occurs on this site must be within the confines of the Comprehensive Plan. **Please vote “no” on the 7200 proposal!**

Thank you for the work you do for our city.

Sincerely,

David and Karen Carlson

Heather Branigin

From: Rozanne Andersen <Rozanne.Andersen@OntarioSystems.com>
Sent: Friday, November 28, 2014 1:20 PM
To: Jackie Hoogenakker; Edina Mail; joseph.palmersheim@ecm-inc.com; lisa.kaczke@ecm-inc.com; mark.weber@ecm-inc.com
Cc: beetlebug00@gmail.com; halljan22@gmail.com; cathylc@mac.com; Collin Nelson; kanelson09@gmail.com; smandersen2011@gmail.com
Subject: RE: PLEASE SHARE WITH COUNCIL - VOTE NO RE: PROPOSED DEVELOPMENT OF 7200 FRANCE AVE

Members of the Edina City Council,

My husband and I have lived in our home on Bristol Circle [cul-de-sac adjacent to proposed development] for almost 21 years. We raised our family in this home and were thrilled when in March of 2014 our daughter and son in law bought their family home on Hibiscus [just blocks from the proposed development] so they too would and could enjoy raising their children, Livy age three and Jack 18 months, in this quiet, close knit, Cornelia neighborhood.

We vehemently oppose your approval of the proposed development of 7200 France Ave as presented by Boisclair for four reasons.

- 1. STOP USE OF 72nd AS A CUT THROUGH/TRAFFIC SAFETY-** I recognize my concerns about the proposed development and your apparent proclivity to disregard the Comprehensive Plan are in large part driven by my concern for my family's and my friends' health, safety and well-being; but I want you to know I am equally concerned about the safety of the children who attend Cornelia Elementary. I know first-hand how people use Cornelia Drive [South of 70th] as a speedy cut through to France Avenue as they make their way during morning and evening rush hour to and from 494. The use of Cornelia Drive and West Shore Drive for this purpose along with the traffic congestion caused by the Cremation Society when services are in progress makes TRAFFIC SAFETY one of the first reasons you should site for rejecting the development as presented by Boisclair.
- 2. STOP THE INCREASED STRESS ON EXISTING INFRASTRUCTURE** - Increasing the density of the housing beyond what is permitted in the Comprehensive Plan is simply irresponsible and short sighted. Unless and until the Comprehensive Plan is modified to include a fully articulated plan for the development of France Avenue from its northern most border in Edina to its southern most border at Highway 494 and a Traffic Study and Environmental Impact Study are completed, the city council should refuse to approve any land use proposal that deviates from the Comprehensive Plan – period. Any action contrary to such an approach is irresponsible, extremely short sighted and precisely the reason cities such as Brainerd and St. Cloud Minnesota are visually and practically offensive.
- 3. REMEMBER WHY WE HAVE A PLANNING COMMISSION** – It is my understanding our City Manager and perhaps more importantly our Planning Commission have unanimously voted against the development as presented by Boisclair. Does their collective opinion only matter when it is convenient or politically beneficial to the City Council?
- 4. CLARIFY YOUR VISION/CHAMPS -ELYSEES OR AD HOC DEVELOPMENT?** – Quite frankly I travel a lot for my job. I see how cities across the U.S. have grown to embrace socioeconomic, cultural and business needs in ways that actually beautify a locale. But these successes do not happen by way of ad hoc development. They happen because the city planners and councils have a vision that will address today's urban needs and the needs of the people for many years, if not generations, to come. Should France Avenue become our Champs Elysees or a thoroughfare through a quaint, quite residential village? I don't know, but as my elected officials, I think you should. Vote no with regard to the proposed Boisclair development and yes to the creation of a long range plan that incorporates all the comments and information you are gleaning from those "ask the residents" meetings you are holding and the surveys you have sent to the

residents. You know the expression, “don’t be surprised if you don’t get to where you want to be if you don’t have a plan.”

PLEASE LISTEN TO YOUR CONSTITUENTS!

Sincerely,

Rozanne and Steve Andersen

7204 Bristol Circle

Edina, MN

Rozanne M. Andersen. Esq.

Ontario Systems | Vice President and Chief Compliance Officer

t 952.221.6267 | f 765-751-7498



1150 West Kilgore

Avenue | Muncie, IN 47305-1588

www.OntarioSystems.com | 800.283.3227

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Heather Branigin

From: Steve Brown <steve.brown@cushwakenm.com>
Sent: Monday, December 01, 2014 12:31 PM
To: Lynette Biunno
Cc: Cary Teague; Scott H. Neal
Subject: FW: 7200 France - planning commission meeting and neighborhood meeting
Attachments: Stephen H.docx

Lynette-

Please forward my letter and email to all City Council Members.

Thank you,

Steve

TO: Edina City Council
FROM: Steve Brown – 7205 Bristol Circle

RE: 7200 France

Attached please find a letter that I wrote prior to the Planning Commission meeting regarding the proposed residential project by Boisclair.

In addition to the points stated in the letter, I want to add the following comments that I hope you will take into account as you evaluate your options related to this site:

- **Mixed Use vs. Medical Office:** The critical issue that must be contemplated for the City of Edina is what is a more appropriate use for this site, mixed use or medical office? These two uses will have dramatically different impacts on the Cornelia neighborhood.
 - Mixed Use will “incorporate” the residents living there as part of the neighborhood (I reference this in my letter). The people will become part of any issues that may arise because this is their home, too.
 - A 67,000 SF medical office building, which is allowed by current zoning, will have a significantly higher traffic count than the mixed use project that is proposed.
 - In addition, the people that will frequent this site as a medical office building (staff, patients, vendors, visitors) will have no “personal interest” in the neighborhood. They will seek the quickest way to short cut to their destination, and 72nd to Cornelia Drive in front of the school, and 72nd to Wooddale will be the most favored routes. So for neighbors who think that the mixed use will be worse, they do not understand traffic volume associated with a medical office building.
- **West 70th Street SAC:**
 - As you may recall, I was the Chair for the West 70th Street SAC. One of the primary and fundamental concerns, expressed almost universally in our discussions, was reducing the amount of cut through traffic on 72nd Street and in front of Cornelia Elementary.
 - The mixed use project will be far less invasive than the medical office building would be from a traffic perspective.
- **Sunrise Site (the site directly to the north of the 7200 site):**

- Related to the above points, I ask you to recall the discussions that occurred on the site currently occupied by Sunrise Assisted Living. There was a proposal for an office building that required a rezoning, which was summarily dismissed because of the traffic generation, and lack of some type of “step down” use adjacent to the neighborhood. That was a general office building, which does not generate the traffic counts associated with a medical office building. The Sunrise facility was an incredible find that met that step down aspect exceptionally well.
- My understanding is that a 67,000 Sf medical office building is allowed by current city code. This is not an insignificant sized medical office building. In fact, this is the exact type of use that was summarily dismissed on the Sunrise site.

I have met with the developer and their architect and discussed the project on a number of occasions. They have preserved the entire green space that buffers the site from my home (I am the most impacted of anyone based upon where I live.

The issue for you, and for my neighbors is quite simple, which would you rather have on this site?

For me, the answer is simple. The mixed use project is a better project for the City of Edina and the Cornelia neighborhood.

Respectfully submitted,

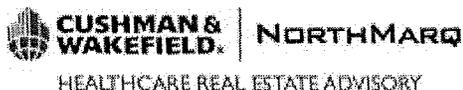
Steve

Stephen H. Brown CCIM
Executive Director
Healthcare Real Estate Advisory

P 952.837.8517

C 612.805.2232

E steve.brown@cushwakenm.com



Stephen H. Brown
7205 Bristol Circle
Edina, MN 55435
612-805-2232

Mr. Cary Teague
Community Development Director
City of Edina
4801 West 50th Street
Edina, MN 55424

RE: Proposed project at 7200 France
(Please forward to all Planning Commission Members, as well as, City Council)

Dear Cary -

I am writing you in support of the proposed development at 7200 France. I intended to help facilitate a neighborhood meeting on behalf of the developer; however, I had a family emergency come up that made this impossible.

As you know, I was a member of the Planning Commission for 11 years. During that time, I was appointed by the City Council to be the Chair of the West 70th Street SAC. I was also a member of the 2008 Comprehensive Plan Update subcommittee that was responsible for guiding the update process within the community.

I bring this up only because all three of these roles involved consideration and contemplation of the Cornelia neighborhood, as well as, the greater Southdale area of the city. Much of both the 70th Street SAC and the Comp Plan update dealt with the sensitivities associated with development in the Southdale area. In particular, the significant density that is permissible within this area, and the challenges associated with accessing it.

I live directly adjacent to the proposed site. There is no residence that is more directly impacted by the redevelopment of this site. Since learning about the project, I have had numerous discussions with the architect for the 7200 project.

They have been transparent in their intent, and open to suggestions. As I learned about their plans, I indicated that my support was conditioned upon their leaving the entire area of trees on the west end of the site in tact. Nothing was to be cut down. They gave me their assurance that the tree area that buffers the site from our cul-de-sac would not be impacted.

Over the past several years, I have also been privy to a number of conceptual iterations/plans associated with the 7200 site that were being contemplated by other developers. They were either office or medical office buildings, larger in scale, but consistent with the current zoning.

I bring this up because as I evaluate the proposed project, in my opinion when considering the comp plan discussions combined with the concerns raised by the Cornelia neighborhood in our 70th Street SAC meetings, the mixed use concept that is proposed is desirable from a number of perspectives.

First, it will bring residents into the neighborhood. Not just employees that are passing through (like those working at an office building). These people will view Cornelia as "their neighborhood".

Second, the restaurants will be an amenity to the neighborhood. A place that people can walk to without having to navigate crossing France Avenue.

I believe the architect has oriented the property in a desirable manner, and the upgrades they have incorporated into the medians they have proposed are attractive.

I understand that this project involves an increased FAR, however, my belief is that the residential use will be far less invasive to the Cornelia neighborhood than alternatives like a medical or general office building would be, particularly from a traffic perspective.

I had hoped to be able to attend the Planning Commission Meeting this evening; however the family emergency I mentioned earlier has made this impossible. I intend to be at the City Council Meeting when this project is heard.

For purposes of tonight's meeting, please consider this letter my support for the proposed project.

As always, feel free to call with any questions.

Sincerely,

Steve

Heather Branigin

From: Mary Brindle <mbrindle@comcast.net>
Sent: Monday, December 01, 2014 1:52 PM
To: Lynette Biunno
Subject: Fw: Comment on new bank Think

Hi Lynette,
Please forward the note below to the rest of the city council.
Thanks.
Mary.

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

From: [Kathy Dahlheimer](#)
Sent: Monday, December 01, 2014 1:46 PM
To: mbrindle@comcast.net
Subject: Comment on new bank Think

Hello Mary...I would have sent this to everyone but I can never find that email so I am sending this comment to you.

That new bank on the promenade has two giant signs with the blue logo etc....it is crazy...totally redundant and very unattractive on this road that is actually starting to look nice. Did planning approve all that signage or is there just no control over it. Maybe I am noticing it more because frankly I could think of many more interesting businesses that would have been a real addition to the promenade than a bank with another office so close by. But I do understand Council cannot regulate what goes in there if they meet zoning. Anyway just wondering if those signs are all within code...I recall in years gone by a big issue about signage on France Avenue and size etc. What they have done is ugly.

Anyway please forward to whomever might know about this and of course so many other big issues and plans in the city this is not that important but every time I go by I wonder about it.

Thanks.

Kathleen Dahlheimer

GWhitesell on 7200 project

Dear Mayor Hovland, Councilwomen, and Councilmen;

RE: 7200 France proposal

We are in complete agreement with Planning Commission comments and recommendations to not allow the application for PUD zoning.

▪ **It's all about economics for the developer.**

They have mentioned many times that they need this scale to be economically feasible. **They** also need the affordable housing component to qualify for favorable financing.

They paid \$5.5 million for the property hoping that Edina would help them make it worth the (high) price.

The community has no responsibility to share project risks, especially with only negative impact to current residents.

▪ **This is an inexperienced “developer”.**

The late Robert Boisclair created an excellent portfolio of low to mid-market apartment projects. Most of these (10 of 14) have sec.8, sec.42, or 236 financing such as Park Place Townhomes below (sec.42).



According to their web site and real estate records, there has been no new development since 2006, Highlands Apartments in Bloomington,(Sec. 8 & 42).

The 7200 project would be Lori's first venture into project development in 9 years and since becoming President in 2009.

GWhitesell on 7200 project

Below is a recent 5 story by the same architect. The Ellipse on Excelsior Boulevard & France has 132 Apartments. (Image: Google Streetview)



- **Edina approaches a tipping point.**

820 apartments are already under construction in the Southdale area. Traffic congestion is picking up on main East/West cross streets. The city is spending money to protect pedestrians by upgrading crosswalks and proposing more sidewalks. These are band aides to a developing problem.

GWhitesell on 7200 project

▪ **Summary**

Edina officials have prudently spent a large amount of our dollars over the years on master planning.

- Comprehensive Plan, 2004
- Southdale Area Study, 2008-2009
- France Avenue improvements & pedestrian access, 2013
- Community Profile & Benchmark Analysis, 2014

I thank our officials for having the foresight to seek that planning expertise but those efforts are wasted if not followed. Retail opens many other issues on traffic and signage.

Give our planning department time to do a small area analysis on this side of France.

Please do not allow this project to proceed and do not rezone to PUD.

Architects need to be challenged to match and improve the environment of the area, not diminish it.

Glen and Sharon Whitesell
7116 Heatheron Trail
South Cornelia Neighborhood

Heather Branigin

From: David Bly <Rep.David.Bly@house.mn>
Sent: Monday, December 01, 2014 4:05 PM
Subject: Reminder: The Next Regional Passenger Rail Meeting

This email is to remind you of the Intercity Passenger Rail meeting this coming this Wednesday, December 3 from 3:00-5:00 p.m. at the Viking Theater in Buntrock Commons on the campus of St. Olaf College. If you have not done so already, please RSVP to me at this address.

Location: Viking Theater in Buntrock Commons
Enter Buntrock Commons main entrance. Viking Theatre will be on your right next to the Bookstore.
Parking is available immediately outside Buntrock Commons at the top of the St. Olaf Hill .

Campus map: <http://www.stolaf.edu/map/>

Entrance to the campus is either on the South via MN Highway 19 off of I-35; or from the East on St Olaf Ave. off of MN Highway 3.

We have scheduled our next meeting to pursue an advocacy group for regional passenger rail for Wednesday, December 3 at St. Olaf College. Please RSVP to save your seat at the table.

Attached find a draft of a letter we hope will become the message we need to send to MnDOT expressing support for our Regional Passenger Rail Project. We will discuss this and entertain suggestions at the meeting, but our hope is to send participants home with a comment to encourage their communities to endorse and sign the letter.

Thanks to those of you who participated in our October 16 regional leaders meeting for the inter-city regional passenger rail line through Northfield! We have 20 cities and 5 counties participating in this conversation to date and we are extremely encouraged by the overwhelmingly positive message we have received on this project thus far.

Following the direction provided by participants in our October meeting, I am writing to invite you to a follow-up meeting for the regional passenger rail project.

Please join us Wednesday, December 3 from 3pm to 5pm at the Viking Theater in Buntrock Commons, St. Olaf College. Please respond to his e-mail with your availability or the name and contact info of your designee.

Rep. David Bly

Heather Branigin

From: Erin Zamoff <erinzamoff@q.com>
Sent: Monday, December 01, 2014 4:32 PM
To: Edina Mail
Subject: Fwd: In support of more sidewalks in Edina

Begin forwarded message:

From: Erin Zamoff <erinzamoff@q.com>
Subject: In support of more sidewalks in Edina
Date: December 1, 2014 2:25:48 PM CST
To: MNolan@EdinaMN.gov

Hello Mr. Nolan.

I hope you enjoyed your Thanksgiving.

I am a resident of Morningside and have students at Concord, South View and the High School. I felt that the November 20th article in the Star Tribune (<http://www.startribune.com/local/west/283286561.html>) did not accurately portray the views of Edina residents on sidewalks. I strongly support creating more sidewalks, especially near our schools so that students can walk to school safely.

As the city reviews its sidewalk plan, I hope that it takes into account the views of all residents.

Thank you,
Erin Zamoff

Heather Branigin

From: Courtney Whited <courtney.whited@darts1.org>
Sent: Monday, December 01, 2014 5:07 PM
To: Edina Mail; jonibennett12@comcast.net; Mary Brindle (Comcast);
joshsprague@edinarealty.com; swensonann1@gmail.com
Cc: Mark K. Nolan
Subject: Proposed Comp. Plan Amendments for 7200 France Ave.

Good Evening Mayor Hovland & Council Members,

I wanted to share my concerns for the proposed Comprehensive Plan Amendments for the 7200 France Avenue project, which will be discussed at tomorrow evening's City Council meeting. As a member of the Edina Transportation Commission, I understand and support the need to complete a neighborhood wide transportation study before construction begins on this stated project. Looking at a map of this area of Edina, it is a known "cut through" for traffic to navigate away from 72nd and France by driving west on 72nd and turning north on Cornelia Drive and then heading west on 70th Street to then enter onto Hwy. 100. This fast traffic route goes directly in front of Cornelia Elementary. My son attends this school and my daughter will be attending this school next fall. (I will be attending the Cornelia Elementary Kindergarten information meeting tomorrow night, so I am unable to attend the City Council meeting) My son's best friend, lives one block south of Cornelia Elementary on Cornelia Drive. His parents continually share with me that it is always unsafe for both their son and older daughter to cross the street at 72nd and Cornelia to walk to school, because drivers either slowly roll through or simply drive through the stop sign at this corner. The City of Edina is working on implementing a Active Routes To School Comprehensive Plan and a fantastic Sidewalk Facility Plan. Both of these Plans include the Cornelia Elementary area. I would highly recommend conducting a comprehensive traffic study of this entire 7200 France Avenue area before increasing the need for additional traffic to "cut through" the neighborhood I have described.

Thank you in advance for your kind consideration.

Sincerely,

Courtney L.B. Whited
5829 Chowen Avenue South
Edina, MN 55410

Courtney L.B. Whited
DARTS
Mobility Management, Program Director
courtney.whited@darts1.org
651-234-2279 phone
651-234-2282 fax
www.darts1.org

Heather Branigin

From: Marisa White <marisanwhite@gmail.com>
Sent: Monday, December 01, 2014 6:32 PM
To: Edina Mail
Subject: Government Project

Hi Mr. Hovland,

My name is Marisa White I am a senior at Minnehaha Academy and I live in Edina. I am currently in a class called U.S. Government and Politics. One of the requirements is to talk to a sitting official and ask some questions by December 15th. This can either be over email or in person which ever is most convenient for you.

My questions for you are:

1. What is the biggest challenge of being the mayor of Edina?
2. What would be the top 2 things you would like to accomplish as mayor?
3. What do you think it means to be liberal or conservative in America today?
4. What is your opinion on the use of medical or recreational use of marijuana?/ Do you think it should be the state's or central government's decision?
5. Do you think the two-party system is "good" for America?

If you would prefer to reply to this email with the answers that would be perfect or if you could meet in person that would work too. If you could respond at your earliest convenience that would be greatly appreciated.

Thanks,
Marisa White

Heather Branigin

From: Lundeen, John (DOT) <john.l.lundeen@state.mn.us>
Sent: Tuesday, December 02, 2014 9:24 AM
To: Edina Mail
Subject: Zoning changes for 7200 France

To the Community Development Director, Mayor, and City Council.

I want to let you know that it is my feeling that the redevelopment proposal for 7200 France should be done in compliance with the existing master plan. All the development to the east and south of the Cornelia neighborhood is changing the feel of the area, and not for the better.

Thank you,

John Lundeen
4525 Belvidere Lane

Heather Branigin

From: *OSS_Secretary State <secretary.state@state.mn.us>
Sent: Tuesday, December 02, 2014 10:50 AM
To: Edina Mail
Subject: An Invitation to Event for Secretary of State Mark Ritchie

Dear Mayor Hovland,

The Office of the Minnesota Secretary of State invites you to a celebration event to honor outgoing Secretary of State Mark Ritchie.

Secretary Ritchie is leaving office after eight years of overseeing significant progress in the administration of elections, processing business filings, establishing the nation's strongest address confidentiality program, Safe at Home, and safeguarding the official records of the state.

Please join us:

- 3–5 p.m., Wednesday, December 17.
- Room 181 of the State Office Building.
- Please RSVP by email to secretary.state@state.mn.us.

Sincerely yours,

Joanne Spencer



Joanne Spencer

Administrative Specialist

Office of the Minnesota Secretary of State

180 State Office Building | 100 Rev. Dr. Martin Luther King Jr. Blvd.

St. Paul, MN 55155

Joanne.Spencer@state.mn.us | (651) 201.1328 | <http://www.sos.state.mn.us/>