

REPORT / RECOMMENDATION



To: MAYOR & COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: December 3, 2013

Subject: Correspondence

Action
Discussion
Information

Action Requested:

No action is necessary.

Attachment:

Attached is correspondence received since the last Council meeting.



Protecting, maintaining and improving the health of all Minnesotans

MEMORANDUM

Date: November 13, 2013

To: Community Public Water Owners/Operators

From: Karla R. Peterson, P.E., Supervisor
Community Public Water Supply Unit
Drinking Water Protection Section

Subject: **Reduction of Lead in Drinking Water Act Reminder**

Federal and state regulatory organizations are taking great efforts to reduce the amount of lead in drinking water by minimizing the amount of lead in drinking water components and all other devices that come in contact with potable water.

On January 4, 2014, the Reduction of Lead in Drinking Water Act, which is a federal law amending the Safe Drinking Water Act (SDWA), will reduce the amount of lead permissible in plumbing products within potable water systems. This law mandates that permissible levels of lead in a wetted surface of pipe, pipe fittings, plumbing fittings, and fixtures cannot exceed a 0.25 percent lead weighted average. In addition, this law makes it illegal to sell or install pipes, fitting valves, and fixtures that are not Lead Free* in applications providing water for human consumption which exceeds the 0.25 percent weighted average for wetted surfaces. Minnesota Plumbing Code is currently under review by the Minnesota Plumbing Board for revisions to conform to the new Lead Free* definition of the SDWA. In order to help assist and guide the transition to meet Lead Free* standards, below is a link of drafted frequently asked questions compiled by the EPA: <http://goo.gl/5tp4Ag>.

Only products complying with the new Lead Free* requirements shall be used starting January 2014. Products bearing a certified mark such as NSF-61-G, NSF pw-G, NSF-372, NSF ≤ 0.25 percent Lead, and NSF ≤ 0.25 percent Pb are third party certified for Lead Free* compliance. However, there is no industry standard regarding the markings of Lead Free* products. If the lead content is unknown, please call the manufacturer directly. To prepare for complying with the Lead Free* requirements in January 2014, it is recommended that water systems remove products that are not Lead Free* from their inventories, dispose these products properly, or use these items for non-potable purposes. Detailed information on Lead Free*, low lead water products, and product certifications can be found at: <http://goo.gl/h7WRv2> and <http://goo.gl/ZYxGlZ>. Failure to comply with the Reduction of Lead in Drinking Water Act can result in fines or lawsuits.

Reduction of Lead in Drinking Water Act Reminder
November 13, 2013
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We commend your efforts in maintaining safe drinking water standards at your community water system. If you have questions, please contact Dag Moselle at 651/201-4672 or email dag.moselle@state.mn.us.

Lead Free* refers to the wetted surface of pipe, fitting and fixtures in potable water systems that have a weighted average lead content ≤ 0.25 percent per the Safe Drinking Water Act (Sec. 1417) amended 1-4-2011 and other equivalent state regulations. It does not change the definition of Lead Free for solder or flux which remains as containing not more than 0.2 percent lead.

KRP:tmr
cc: Water Superintendent

RE: BIRCHCREST B NEIGHBORHOOD
ROADWAY IMPROVEMENTS



November 11, 2013

To:

Chad Millner - Assistant City Engineer
7450 Metro Boulevard
Edina, MN 55439

Re: Results of Concrete Street Questionnaire replace, repair, do nothing

As we have discussed, I went around to the neighbors that live on Tingdale, Clover Ridge, and 60th to ask for their preferred option as listed above. I could not get several residents to even open the door and many were not home. I think people are upset by all the contractors that are in the neighborhood looking for hail damaged roofs.

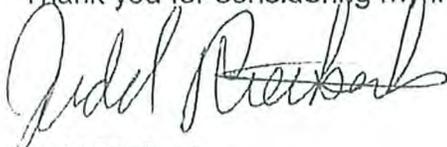
As you can see I did get a significant number of residents to respond and they were very clear that they do not want to see the concrete streets removed. I thought that I would get more "do nothing" answers but that was not the case. No one wanted the street replaced with asphalt. All responded indicating that they thought it was wasteful to rip out good concrete just to replace it with asphalt. Most said that they would preferred concrete or asphalt.

I made it very clear that this was just a survey of their interests and not a petition but I must say people were ready to sign up to stop the removal of the concrete streets.

I have attached copies of the options. You will see that I did not ask people to put their names down because I wanted you to see their input without any tension on the subject. I thought that you should have a chance to see this before we talked about next steps.

I can be reached at 952-922-5026 or 952-374-9400.

Thank you for considering my information.


Judd Rietkerk
6109 Tingdale
Edina, MN 55436

Judd Rietkerk

October, 2013

Dear Neighbors

I live at 6109 Tingdale. I have been concerned about the city's plan to remove the concrete streets in our neighborhood and replacement them with asphalt. I have heard others mention the same concern. I met with the Assistant City Engineer (Chad Millner) to discuss the situation and ask why they were replacing the concrete and whether it would be cheaper to repair the concrete rather than demolish the street and repave it with asphalt. Chad said he would check it out and get back to me.

Response:

It is cheaper to leave the existing concrete in place and repair the bad sections of concrete. The question back was; with everybody else getting a new street would you be satisfied with a repaired street? So here are the options:

- 1) Replace all concrete with asphalt, narrower street (27') and new curb. Original assessment estimates. *With Concrete*
- 2) Replace concrete sections as needed, reduces the potential assessment for everybody in the project. Remember we will still be getting assessed for the entire project.
- 3) Do nothing, the streets are fine. I don't know if this is an option but you should have the chance to say it.

This is not a petition. It is only a survey to provide information to the City

Address	Option 1	Option 2	Option 3
6113 Tingdale		X	
6108 Tingdale		X	
6100 Tingdale		X	
6012 Tingdale		X	
6008 Tingdale		X	
6000 Tingdale		X	
6101 Tingdale		X	
6116 Tingdale		X	
6105 Tingdale		X	
5004 60th			
5005 60th			

21-8



800 LaSalle Avenue
PO Box 59038
Minneapolis, MN 55459-0038



November 18, 2013

Ms. Debra Mangen
Edina - City Clerk
4801 W 50th St
Edina, MN 55424-1330

Dear Ms. Mangen:

On August 2, 2013, CenterPoint Energy filed a request with the Minnesota Public Utilities Commission (MPUC) to increase its natural gas rates by \$44.3 million annually, or 5.0 percent. The MPUC accepted the filing and approved an overall interim (temporary) rate increase of \$42.9 million, or 4.88 percent for all CenterPoint Energy customers. The interim rate, which is subject to refund with interest, took effect October 1, 2013, and continues until the MPUC issues a final order and the company implements new rates.

The process for changing our rates will take about one year, and we expect final rates to be implemented in mid 2014. A rate filing is the regulatory process that public utilities must follow to formally change rates and services for their customers. This filing will affect the rates paid by all of CenterPoint Energy's customers.

For your information, I have enclosed our public hearing notice with hearing dates, times and locations. This information was sent to all customers and will be advertised in each county seat in our service area, as well as in the communities where hearings will be held.

Please contact us at 1-612-372-4727 or 1-800-245-2377, or visit the company's Web site at www.CenterPointEnergy.com/ratecase if you would like additional information about the filing.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Vortherms".

Joe Vortherms
Division Vice President
CenterPoint Energy
Regional Gas Operations

Enclosure: Public Hearing Notice

FOR MORE INFORMATION

You may visit CenterPoint Energy's offices during normal business hours (8 a.m. to 5 p.m., Monday through Friday) to examine the proposed rate schedule and a comparison of present and proposed rates at:

800 LaSalle Avenue, 14th floor
Minneapolis, MN 55402

Phone: 612-372-4727

Web: CenterPointEnergy.com/RateCase

Or you may contact the Department of Commerce at:

85 Seventh Place East, Suite 500
St. Paul, MN 55101
Phone: 651-539-1534

Persons with hearing loss or speech disabilities may call through their preferred Telecommunications Relay Service.

Web: <https://www.edockets.state.mn.us/EFiling/search.jsp>

(Select 13 in the year field, enter 316 in the number field, select search, and the list of documents will appear on the next page), to examine the filing.

ACCOMMODATIONS

If any reasonable accommodation is needed to enable you to fully participate in these public hearings (for example, sign language or foreign language interpreter, wheelchair accessibility, or large print-materials), please contact the MPUC at 651-296-0406 or 800-657-3782 one week in advance of the hearing.



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RATE INCREASE NOTICE

NOTICE OF PUBLIC HEARINGS FOR CENTERPOINT ENERGY MINNESOTA CUSTOMERS

On August 2, 2013, CenterPoint Energy filed a request with the Minnesota Public Utilities Commission (MPUC) to change its rates for utility distribution service. If approved by the MPUC, the proposed new rates will result in an overall increase in revenue of \$44.3 million, or about 5 percent annually. The requested increase would add about \$4.00 to a typical residential customer's monthly bill.

We expect the MPUC's final decision on this request in June 2014. If final rates are less than interim rates, customers will be refunded the difference with interest. If final rates are higher, customers will not be charged the difference.

PUBLIC HEARINGS

Any CenterPoint Energy customer or other person may attend or provide comments at the hearings. You are invited to comment on the adequacy and quality of CenterPoint Energy's service, the level of rates or other related matters. You do not need to be represented by an attorney.

Administrative Law Judge, LauraSue Schlatter will conduct five public hearings. You may participate at any of the following dates, times and locations:

Date	Time	Locations
Monday Dec. 2	7:00 p.m.	Central Lakes Community College 501 W. College Dr., Room E203, Brainerd
Tuesday Dec. 3	7:00 p.m.	Normandale Community College, Classroom P0808 9700 France Ave. S., Bloomington
Wednesday Dec. 4	7:00 p.m.	Mankato Place Mall, Mankato Room 12 Civic Center Plaza, Mankato
Monday Dec. 9	1:00 p.m.	CEAP – Community Room 7051 Brooklyn Blvd., Brooklyn Center
Tuesday Dec. 10	7:00 p.m.	Sabathani Community Center, Auditorium 310 E. 38th St., Minneapolis

WRITTEN COMMENTS

Written comments may be sent to:

Administrative Law Judge, LauraSue Schlatter

Office of Administrative Hearings (OAH)

P.O. Box 64620

St. Paul, MN 55164-0620

ratecomments.oah@state.mn.us

Customers may also send comments to the Minnesota Public Utilities Commission:

121 Seventh Place East, Suite 350

St. Paul, MN 55101-2147

Email: PublicComments.puc@state.mn.us

Telephone: 651-296-0406 or 800-657-3782 or your preferred Telecommunications Relay Service

Written comments are most effective when the following three items are included:

1. The issues in CenterPoint Energy's proposal you are addressing
2. Your specific recommendations
3. The reason for your recommendations.

Please include OAH docket number 80-2500-30979 and MPUC docket number G-008/GR-13-316 in all communications. The deadline for written comments is **December 31, 2013**.

Important: Comments will be made available to the public on the MPUC's website, except in limited circumstances consistent with the Minnesota Government Data Practices Act. The MPUC does not edit or delete personal identifying information from submissions.

EVIDENTIARY HEARINGS

Formal evidentiary hearings on CenterPoint Energy's proposal are scheduled to start on January 14, 2014, in the MPUC's large hearing room, 3rd floor, 121 Seventh Place East, St. Paul. The purpose of the evidentiary hearings is to allow CenterPoint Energy, the Minnesota Department of Commerce – Division of Energy Resources, the Minnesota Office of Attorney General – Antitrust and Utilities Division and others to present testimony and to cross-examine each other's witnesses on the proposed rate increase.

Anyone who wishes to formally intervene in this case should contact the Administrative Law Judge, LauraSue Schlatter, at the above address.

CenterPoint Energy requested the rate changes described in this notice. The MPUC may either grant or deny the requested changes, in whole or in part, and may grant a lesser or greater increase than that requested for any class or classes of service.

The chart below shows the effect of both the interim and proposed rate changes on monthly bills for residential, commercial and industrial customers with average natural gas use:

Customer type (usage in therms)	Avg monthly usage in therms	Avg monthly bill: current rates	Avg monthly bill: interim rates	Avg monthly bill: rates proposed
Residential	73	\$57.50	\$60.25	\$61.50
Commercial/Industrial - Up to 1,500/year	60	\$51.50	\$54.00	\$55.00
Commercial/Industrial - 1,500 to 5,000/year	226	\$166.50	\$174.75	\$167.25
Commercial/Industrial - 5,000 or more/year	1,136	\$774.25	\$812.00	\$788.50
Small Volume Dual Fuel Sales Service - Up to 120,000/year	3,799	\$2,114	\$2,217	\$2,161
Small Volume Dual Fuel Sales Service - 120,000 or more/year	13,743	\$7,449	\$7,813	\$7,617
Large Volume Dual Fuel Sales Service	125,750	\$59,200	\$62,089	\$60,736

** Figures above are rounded (residential and commercial/industrial customers are rounded to the nearest \$0.25 and dual fuel customers are rounded to the nearest whole number).*

Deb Mangen

From: Luke Breen <luke.breen@me.com>
Sent: Tuesday, November 19, 2013 4:05 PM
To: Edina Mail; jhovland@krausehovland.com; jonibennett12@comcast.net; Mary Brindle (Comcast); joshsprague@edinarealty.com; swensonann1@gmail.com; Chad Millner; Scott Neal; Cary Teague
Cc: Kathy J. Magnus; Edina Community Lutheran Church; Erik Strand; jwisker@minnehahacreek.org
Subject: ECLC Response to proposed 54th St. Project

Edina Community Lutheran Church 4113 West 54th Street
Edina, MN 55424
952.926.3808

To: James Hovland, Mayor, City of Edina
Joni Bennett, City Council Member, City of Edina
Mary Brindle, City Council Member, City of Edina
Josh Sprague, City Council Member, City of Edina
Ann Swenson, City Council Member, City of Edina
Chad Millner, Interim Engineering Director, City of Edina
Scott Neal, City Manager, City of Edina
Cary Teague, Community Development Director, City of Edina

Our congregation would like to formally respond to the current draft of the 54th Street Reconstruction Project. Some of our members and leadership already have met with your engagement firm and have attended neighborhood meetings.

We agree with our neighbors' priorities, which we understand to be: 1) pedestrian safety; 2) reducing speed of car traffic; 3) maintaining on-street parking (although we would add, "throughout the week"); 4) encouraging bike traffic by marking the roads with "sharrows"; 5) accommodating use of the creek for canoeing and kayaking.

Some of our input on three of these areas follows.

Sidewalks

We acknowledge the role of sidewalks in pedestrian safety and we need them to help people get safely into our building. We installed our own during our last remodeling project in the early 1990s. In addition to using sidewalks as the neighborhood does, for walking east/west of 54th Street, our worshippers use the sidewalks to get to and from the cars and to get to the street to cross. As a result, it is important to us to have the sidewalk itself next to the curb or some other steady surface that can be cleared easily and completely of snow.

While boulevards work for pedestrian traffic, they are not a safe approach in the winter for people parking on the street and getting out of their cars. When snow blocks them from getting to the sidewalk or when there is no sidewalk, they have to choose between climbing over snow and walking in the street. Snow cannot be cleared easily from grass or rough-surfaced boulevards. ECLC's current design of sidewalks abutting the curb was allowed many years ago and has worked well.

As we told your engagement firm, we discussed the benefits of having sidewalks on both sides of 54th Street, but if the project has only one sidewalk, ECLC prefers that our existing sidewalk on the south side be connected to a new City sidewalk to the east and west. To integrate the existing sidewalk (without boulevard) would be the

best use of resources and the safest approach. We'd also like to note that if our sidewalk is damaged in the process of reconstructing the street, we expect it will be replaced (without boulevard) at the City's expense.

We understand from your report that school buses already stop on the south side. The approach of south-side sidewalks also supports schoolchildren's safety.

On-Street Parking

The draft plan calls for parking on both sides of 54th Street, but north-side parking only on Sundays. We continue to request that the City maintain on-street parking as is for our worship needs: on both sides throughout the week, free of Metro Transit bus stops that would remove parking places. The only option we have to expand off-street parking on our lot is into our forested floodplain.

The notion of Christian worship only occurring on Sundays is incorrect. While the majority of on-street parking at ECLC is needed on Sundays, we also worship on Wednesdays during both Lent and Advent, on multiple days and times throughout Holy Week, and on Christmas Eve, Christmas Day, Thanksgiving Eve, and other special occasions. Funerals and weddings may be scheduled on any day of the week. As with most faith communities, we also have scripture studies and meetings during the week.

We also have a variety of community users of our building — Edina Lions, Toastmasters, Edina Coalition for Grief Support, AA and others — and are once again a City polling place.

Also, some of our neighbors are in need of on-street parking and should not be restricted to Sundays on the north side. The neighborhood and ECLC seem to be in agreement on keeping on-street parking available as it currently is. We have heard from neighbors that the church's use of on-street parking does not bother them; they also have said they like that traffic slows down when cars are parked on both sides.

Additionally, we noticed errors in the 54th Street Parking Study (Appendix J in the draft proposal). It uses an incorrect number of spaces in ECLC's parking lot for its base calculations and, as a result, the related percentages in both the report and the tables are incorrect. We request that this and other report data be reviewed for accuracy, and that a corrected report be reissued by Short Elliott Hendrickson.

Bridge

ECLC's institutional interest in the bridge is mostly around pedestrian/bike safety and water quality. We agree with neighbors who want to ensure that the design of the new bridge slows traffic rather than invites faster traffic. ECLC does see that stormwater filtration is an issue at the bridge and wants to see that resolved with the new design.

One scenario to which the engagement firm wanted ECLC's reaction was the proposed raised bridge. We discussed canoe/kayak safety and the advantages to pedestrians of a shallower incline to 54th Street but didn't express a strong preference.

ECLC is concerned that an east-side walkway under the bridge could give the impression to creek- users that ECLC's woods is public property and/or an extension of Arden Park. We look forward to working with the City and Minnehaha Creek Watershed District to clarify for users where public access ends.

Thank you for the opportunity to respond to the draft. We look forward to more interaction on the project. Our contact for this project continues to be our business administrator, Kristian Clauser. You may reach him at kclauser@eclc.org or 952-926-3808, ext. 111.

Regards,



Luke Breen, President, Edina Community Lutheran Church
Kathy Magnus, Vice President, Edina Community Lutheran Church

c: Kristian Clauser, Business Administrator, Edina Community Lutheran Church Rev. Erik Strand, Pastor,
Edina Community Lutheran Church
James Wisker, Director of Planning, Minnehaha Creek Watershed District

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Luke Breen | 612-804-2436

Deb Mangen

From: Linda Berberoglu <lberbero@yahoo.com>
Sent: Tuesday, November 19, 2013 5:02 PM
To: Edina Mail
Cc: Julie Steele; theresa carufel; lberbero@yahoo.com
Subject: 42nd Street Sidewalk

Dear Mayor Hovland,

We live in Morningside on West 42nd Street. The city engineer has informed us that he is recommending construction of a five-foot wide sidewalk and five-foot wide boulevard along the north side of 42nd Street, west of Grimes Avenue to the city limits. We were told the city council will be voting on this project at a December 10 meeting. My next door neighbors and I would like to invite you over to discuss our concerns about this project. Are you open to meeting with us in the next couple of weeks, and if so, could you propose a couple of possible dates and times when you would be available? We know you are very busy and are grateful for your time.

Regards,

Linda Berberoglu - 4330 W. 42nd St.
Julie and Jeff Steele - 4404 W. 42nd St.
Theresa and Al Carufel - 4324 W. 42nd St.

From: Kristin Beese <kbeese23@gmail.com>
Sent: Tuesday, November 19, 2013 10:04 PM
To: Edina Mail
Cc: Jessica.Froehlich@edinaschools.org
Subject: The Unethical Treatment of Animals

November 19th, 2013

Dear Mayor Hovland,

Hello, my name is Kristin Beese and I am a senior at Edina High School. I am writing to inform you about the unethical treatment of animals in our society. As a dog owner, I have always had a passion for animals and their rights in society. After doing research on how animals are treated every day around the world, I realized that animal rights need more funding to enforce the current laws and make positive revisions. The rights of animals must be more clear and concise because the lack of clarity in the Animal Welfare Act lets zoos, companies that use animal testing, poachers, and other organizations escape animal cruelty laws. Although regulations exist, they are often very vague and rarely enforced leading to a decrease in the care of animals. I am writing to you because I believe it is possible for the people to change the way animals are being treated every day around the world by enforcing the Animal Welfare Act and increasing funding on animals.

Zoos have great potential to be safe, educational, protective, and enjoyable for the animals and humans. Unfortunately, many zoos abuse the Animal Welfare Act and barely follow regulations, which cause the animals to not be in a safe environment. According to animal activist Brian Palmer, the Animal Welfare act is extremely underfunded and allows zoos to pass regulations by letting cages be large enough for the animal to stand up and turn around. This leads to many problems for the animals staying in such cramped cages. Most of the animals in small cages at zoos will suffer from many issues including depression. Captivate Animal's Protection Society claims that 48% of a lion's day, while living in a zoo, is spent pacing. This is a recognized sign of a behavior problem for animals showing that they may be suffering from depression. There are many great zoos around the world that treat their animals well and provide great environments, but sadly there is a large amount of unsafe zoos. The current Animal Welfare Act is allowing zoos to interpret the law loosely by not having the best environments for animals and causing the animals to suffer from behavioral problems, which needs to be stopped.

Companies throughout the United States use animal testing on their products. Animal testing causes mice, cats, dogs, primates, rabbits, and rats to be harmed. According to People for the Ethical Treatment of Animals, more than 100 million animals suffer and die every year because of animal testing. Even though there are more effective ways to test products, our country still feels the need to harm animals in order to make a product. Fortunately, there are many companies that do not test on animals. A way to support animal rights is to stop using products that test on animals. It's very evident that this system needs to be resolved, and China

has already taken a stand on it. According to Pravda, a Russian news company, China has started to make revisions to their cosmetics regulations on animals. Although there is still a lot to be done, China has made an effort to make a change. Be Cruelty Free China was launched and many people supported it, which helped it be successful in helping animals. There are more efficient ways to test products rather than hurting animals. The Animal Welfare Act should protect the rights of animals by banning animal testing.

Many animals are on the verge of extinction because of poaching. Poachers around the world hunt for many endangered animals for resources that aren't even very valuable. Their process of hunting innocent animals causes many of the very unique animals to almost become extinct. The World Wildlife Fund states that in 2012 alone, 668 rhinos were poached in Africa. Although poaching is illegal, people still continue to do it because the law is not very enforced. According to the Humane Society, during the 2020s gorillas may disappear from large parts of the Congo basin. Wildlife is suffering so hunters can own a rhino horn. The Animal Welfare Act needs to be revised because people continue to poach today, causing many animals to be close to extinction.

Animals in the entertainment industry are usually not treated well at all. Although the Animal Welfare Act states that animals in circuses must be treated humanely, this is not the case. Trainers use harmful tools on the animals to teach them by using fear, which just causes the animals to suffer for people to be entertained. According to Born Free, 96% of a circus animal's life is spent in a cage. With all of the traveling and tough training, the circus life is not fit for animals. Animals are forced to behave in ways that are not natural to them, and people still pay to watch these animals. According to People for the Ethical Treatment of Animals, animals can be stored in box cars for up to 50 weeks at a time to move the animals from circus to circus. Luckily, a few cities are banning the use of animal entertainment. The United States need to revise the Animal Welfare Act and specifically alter the animal entertainment laws, or else lions, tigers, elephants, and other animals will continue to suffer.

The increase in funding for animal rights will stop these inhumane acts from happening as well as support solutions to stop the unethical treatment of animals. Zoos could create habitats for the animals that fit their physical and dietary needs. With the technology of today, animal testing could easily be avoided. According to People for the Ethical Treatment of Animals, CeeTox started using human cell-based in vitro screening to test cosmetics, drugs, and chemicals. Poaching could be put to a halt if the animal rights laws were more enforced, causing people to stop their harmful acts that cause animals to go extinct. The unethical treatment of animals in circuses could be stopped by banning the use of any animal in a circus. According to Vernon Tava, Bolivia has banned the use of animals in circuses, isn't it time for our country to do the same? An increase in the funding for animal rights could solve numerous problems around the country, saving the lives of thousands of animals.

The rights of animals get abused every day. If this country does not revise the current animal rights act, countless animals will continue to suffer from animal testing, bad zoos, poaching, and the unethical treatment they receive in the entertainment industry. There are ways for anyone to make a difference: not using products that test on animals, volunteering at the humane society, not supporting the circus, or donating to animal activists. The United States can change the way animals are treated. It is important for people to not give up on revising the rights of animals, because they cannot speak up for themselves.

Thank you,

Kristin Beese

From: Tim Laughlin <telaugh@aol.com>
ant: Thursday, November 21, 2013 1:14 PM
To: Edina Mail
Subject: Fwd: Shanight subdivision

Subject: Shanight subdivision

James Hoveland

Mayor

My name is Tim Laughlin and I have lived at 5705 Hawkes Terrace for the past 42 years. This is directly across the street from the Shanight property. I am strongly opposed to the proposed subdivision for the following reasons.

1. There is no "Hardship" as described in our city ordinance. The only reason for the subdivision is for financial gain for the Shanight's, Rod Helm broker, and the builder.
2. The divided lots at 9,800 each do not come even close to the +17,000 sq.ft. Mean for our neighborhood. Neighborhood as defined in our ordinance is ALL the lots within 500ft. of the proposed subdivision.
3. There is no support in the neighborhood for the subdivision. There is substantial opposition as you will see from the signed petition given to Mr. Teague at the recent planning commission meeting.
4. The Shanight property was plotted as single family lot originally and has served the last three owners over the past 42 years well.
5. It is not the largest lot in our neighborhood.
6. Curb cut on Hawkes Terrace and cutting away or into the 10 to 12 ft. bank causes a number of problems. Parking and storm water are only two.
7. While I am a strong supporter of individual property rights those rights extend to both sides of the street. I would expect the city council to respect those rights of the neighbors and vote to deny the proposed subdivision as you have done previously.

Thank You

Tim and Pam Laughlin
5705 Hawkes Terrace
Edina, Mn. 55436

Sent from my iPad

From: Jean Colwell <jeancolwell13@gmail.com>
Sent: Sunday, November 24, 2013 9:09 PM
To: Ann Swenson; Anne Carroll; Chad Millner; Edina Mail; Joni Bennett; Josh Sprague; Sharon Allison
Subject: 54th Street

Mayor Hovland and Council members,

On Thursday evening we attended the ETC meeting to hear the recommendations regarding the upcoming reconstruction of 54th Street. Because of the unique issues with our street the Commission could not come up with a resolution. The core issue is the width of the street. This has been the issue from day one and for good reason. Our neighborhood was developed in the 1930's and 40's, and consequently all of our homes have narrow set backs from the center line of the road. In addition, erosion and snow plows have varied the width of the road over its one and half mile length, we have a bridge over Minnehaha Creek in the middle and a church, homes and commercial buildings on the east end.

During this process we have appreciated that the City of Edina and their outside consultants have obtained feedback concerning this project. The initial feedback was done door to door and at the creek, interviewing bikers and canoeists. In August there was a community meeting held at a church. After that, there were "billboard" type presentations, and online surveys. At Thursday nights meeting, the ETC was puzzled that this point had been reached and yet the "stakeholders" who are directly affected in terms of property value and quality of life were not happy with the result . This is important because it shows a breakdown in the process. The residents who live on 54th have not been heard, despite our letters, emails and phone calls. We also feel that too much weight was put on the input from special interest groups who do not live in our neighborhood.

In addition, the plan presented Thursday night showed no bridge design. No width, materials, grading, aesthetics and no mention of the 3 foot elevation they had presented before. The bridge is an integral part of the charm of our neighborhood and we are very interested in this part of the project. We found it alarming that an incomplete plan was being presented to the ETC who were charged with approving and then moving it through to the Council to vote on December 10.

We ask that you consider the following:

- Choose either a sidewalk or a bike facility. If you were to ask the neighborhood as a whole, I am confident that the sidewalk would be the choice. We are a close knit community who walk and visit with each other.
- To fulfill the Grant money that was given to Edina to have a bike facility, the choice is to either return that money or have "Edina shares the road" signs as there are in 44th Street.

- Keep the overall hard surface as narrow as possible to minimize runoff to the creek. The sidewalk does not have to be 6 feet, it could be 5 feet. Wooddale has a 5 foot sidewalk and the city has no problem shoveling that with their machine.
- We ask for 11 foot driving lanes. Any increase in this width will contribute to a problem already discussed about motorists trying to pass on this street, and increased traffic diverted from 50th and France area.
- Before voting and hiring a construction firm, develop a complete design of the bridge that compliments and enhances this little creek valley.
- Please be cognizant of road striping and signage as they take away from the charm of our neighborhood.

Jean and Bryan Colwell
5401 Oaklawn Ave So
Edina, MN

Deb Mangen

From: Sarah Erickson <sarah.erickson@unitedstrategiesllc.com>
Sent: Monday, November 25, 2013 10:18 AM
To: Edina Mail
Cc: Scott
Subject: Bloomberg's Mayor's Against Illegal Guns
Attachments: Statement of Principles.pdf, ATT00001.htm

Jim

I hope all is well with you. I'm not sure if you heard but I recently left Mayor Coleman's administration and started my own political consulting firm with two colleagues, it's going well but I do miss the Mayor's office.

The reason for this email is – one of our company's new clients is Mayor Bloomberg's, Mayor's Against Illegal Gun Coalition. The coalition has staff on the ground here in Minnesota and will primarily be working to pass background safety checks during the 2014 legislative session. I was told that either you have participated in this group before or that you currently are... Sorry if there is any confusion, I am just trying to get some clarification.

I have attached their statement of principals for you to look at. I'm asking for your support in signing on to this coalition or an opportunity to sit down and talk through the issue to answer any questions you may have.

Again, thanks for your time and consideration and I look forward to hearing from you. I hope you have a happy holiday season.

Sarah Erickson
United Strategies LLC
sarah.erickson@unitedstrategiesllc.com
651-303-0990 (c)



STATEMENT OF PRINCIPLES

Whereas: 30,000 Americans across the country are killed every year as a result of gun violence, destroying families and communities in big cities and small towns; and

Whereas: As Mayors, we are duty-bound to do everything in our power to protect our residents, especially our children, from harm and there is no greater threat to public safety than the threat of illegal guns;

Now, therefore, we resolve to work together to find innovative new ways to advance the following principles:

- Punish – to the maximum extent of the law – criminals who possess, use, and traffic in illegal guns.
- Target and hold accountable irresponsible gun dealers who break the law by knowingly selling guns to straw purchasers.
- Oppose all federal efforts to restrict cities' right to access, use, and share trace data that is so essential to effective enforcement, or to interfere with the ability of the Bureau of Alcohol, Tobacco, and Firearms to combat illegal gun trafficking.
- Keep lethal, military-style weapons and high capacity ammunition magazines off our streets.
- Work to develop and use technologies that aid in the detection and tracing of illegal guns.
- Support all local, state, and federal legislation that targets illegal guns; coordinate legislative, enforcement, and litigation strategies; and share information and best practices.
- Invite other cities to join us in this new national effort.

(Signature)

(Date)

(Mayor's Name – please print)

(Mayor's Office Address)

(City, State, Zip)

(Mayor's Telephone)

(Mayor's Email Address)

(Staff Contact Name)

(Staff Member's Telephone)

(Staff Position)

(Staff Email)

(Mayoral Term -- MM/YYYY to MM/YYYY)

(Elected as – e.g. Rep., Dem., non-partisan, independent)

To join Mayors Against Illegal Guns, please fill in the information above and return this form to the coalition via fax at 212-312-0760. Alternatively, you can email a PDF of the signed statement to statement@mayorsagainstillegalguns.org.

Deb Mangen

From: Nielsen, Jack <jack.nielsen@xcelenergy.com>
Sent: Monday, November 25, 2013 8:52 PM
To: Edina Mail
Subject: Attn: City Council and Engineering

Re: Morningside B Neighborhood Roadway construction project

As a father of 3 young children living on 42nd street, I fully support plans that ensure safe pedestrian and bike traffic in Morningside. In addition to the proposed plans for a sidewalk on the north side of 42nd street, I hope the City Council will strongly consider options for slowing automobile traffic on 42nd Street.

Perhaps installing a speed bump or two, or narrowing 42nd street at a few intersections might help. I've lived at the corner of 42nd and Monterey for 7 years. My observation is that few, if any, westbound cars make a complete stop at this offset, 4-way stop intersection. This continues to be a source of concern and frustration for me and my neighbors.

There are at least 25 children under the age of 10 that live within 100 feet of this intersection. In addition there are multiple school bus stops within 100 feet of this intersection. Slower traffic on 42nd street and/or enforcement of this 4-way stop sign should be considered as part of this neighborhood improvement plan.

Jack Nielsen
4408 W. 42nd St.
952-926-4999

Sent from my iPad



Minnesota Department of Transportation

1500 W. County Road B-2
Roseville, MN 55113-3174

News Release

Nov. 25, 2013

Contact: Christine Krueger/MnDOT
Office: 651-234-7507
Cell: 651-503-9079
Christine.Krueger@state.mn.us

Bonnie Kollodge/Met Council
Office: 651-602-1357
Bonnie.Kollodge@metc.state.mn.us

MnDOT commissioner, Met Council chair to host town hall meetings in Twin Cities

ROSEVILLE, Minn. - Minnesota Department of Transportation Commissioner Charlie Zelle and Metropolitan Council Chair Sue Haigh invite the public to attend town hall meetings on transportation, including transit, on several dates in December.

All meetings are 4-6 p.m.

- Tuesday, Dec. 3 - Minneapolis Public Library, Pohlad Hall 300 Nicollet Mall, Minneapolis
- Wednesday, Dec. 4 - Anoka/Ramsey Community College, Coon Rapids Campus, Legacy Conference Room, 11200 Mississippi Blvd. NW, Coon Rapids*
- Tuesday, Dec. 10 - St. Paul Union Depot, Veterans Gallery, 214 E. 4th Street., St. Paul
- Thursday, Dec. 12 - Century College, 3300 Century Ave. N., Room #2315, White Bear Lake
- Tuesday, Dec. 17 - Burnsville High School Theatre, Mraz Center for the Performing Arts, 600 East Highway 13, Burnsville

Zelle and Haigh will lead a discussion about transportation, how it affects quality of life, its link to Minnesota's economy and the importance of investing in this state asset.

They will also take feedback and answer questions about Minnesota's transportation system. Other MnDOT staff will be available to answer questions, as well.

Everyone is invited and encouraged to attend.

Additional information is available at www.mndot.gov/minnesotago/.

To request an ASL or foreign language interpreter, or other reasonable accommodation, call Janet Miller at 651-366-4720 or 1-800-657-3774 (Greater Minnesota), 711 or 1-800-627-3529 (Minnesota Relay). You also may send an email to ADArequest.dot@state.mn.us.

###

* Chair Haigh is unavailable Dec. 4

An Equal Opportunity Employer



Deb Mangen

From: Marie Sullivan <mariesullivan87@gmail.com>
Sent: Tuesday, November 26, 2013 4:35 PM
To: jonibennett12@comcast.net; Josh Sprague; Mary Brindle (Comcast); ann swenson; Edina Mail
Subject: Thank you!

Dear City Council Members,

At Thanksgiving time this year I wanted to say "Thank You!" to all of you for all the time and effort you dedicate to our community. You are very much appreciated! Changes can be so stressful for residents and I appreciate that you listen to our concerns. In particular we are very thankful for the new stop light at the intersection of 70th and West Shore Drive! This improvement has made our neighborhood so much safer and eliminated the stress of trying to get onto 70th! Wishing you all a wonderful Thanksgiving!

Sincerely,
Marie Sullivan and Family:)

Deb Mangen

From: Rick <party_tyme@yahoo.com>
Sent: Tuesday, November 26, 2013 7:17 PM
To: Edina Mail
Subject: You are not a judge!

Mayor Hovland,

I write today to tell you my complete displeasure with the practice of addressing you at council meetings as "Your Honor". You are not a judge and are not entitled to be addressed in this manner. I am well aware that as an elected official you are entitled to be addressed in written correspondence as The Honorable James Hovland, but that does not translate to being referenced as "Your Honor" in person. You are an attorney and should know better. I am an attorney and take great exception to this practice. You are entitled to be referred to as Mayor Hovland, Mr. Mayor, or just Mayor. Please stop your current practice.

I mean no disrespect to you or the office of Mayor. I voted for you twice. I simply ask that you stop this improper reference.

Rick Sheridan

Sent from my iPad

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: December 3, 2013

Subject: CORRESPONDENCE RECEIVED AFTER PACKETS

Action
Discussion
Information

Action Requested:

Attached is correspondence received after the packets were delivered to you.

No action is necessary.

Deb Mangen

From: Simon Whitehead <simon@coerver.com>
Sent: Thursday, November 28, 2013 3:23 PM
To: Edina Mail
Subject: Attention City Council and Engineering

Attention City Council and Engineering

Re Roadway Improvements in the Birchcrest Neighborhood: November 27th 2013

Dear Council and Engineers - it was extremely disturbing to receive your letter dated November 21st regarding Roadway Improvements. I have lived at 5126 Roberts Place for 17 years. I'm looking out at a pretty new road that was resurfaced last year and does not need to be replaced. We've had no trouble with drainage or sewer back-ups since I have been here other than the occasional roots that need to be cleaned out. I simply don't have \$12,500 right now to spend on unnecessary road construction, especially as I have two kids going to college next year. I pay Federal tax, State tax, Local tax, Property tax, and Road tax for my three vehicles and now you seem to be assessing an additional tax which we may have no control over.

I'm disappointed our city has taken this approach and I obviously vehemently oppose any city mandated tax for road improvements that are not necessary in my neighborhood.

I will be at the hearing December 10th.

Yours sincerley;

Simon Whitehead
5126 Roberts Place
Edina MN 55436

952-915-1208 (home)
952-220-1060 (direct)

Deb Mangen

From: Linda Berberoglu <lberbero@yahoo.com>
Sent: Saturday, November 30, 2013 12:11 PM
To: Edina Mail; Edina Mail
Cc: Julie Steele; theresa carufel; lberbero@yahoo.com
Subject: 42nd Street Sidewalk Proposal - Follow Up

Dear Mayor Hovland,

I'm not sure whether you received the e-mail message we sent last week, so I wanted to follow up. We live on West 42nd Street in the Morningside neighborhood. The city engineer is recommending construction of a five-foot wide sidewalk and five-foot wide boulevard along the north side of 42nd Street, west of Grimes Avenue to the city limits. We're aware the city council will be voting on this project at a December 10 meeting. My next door neighbors and I would like to invite you over to discuss our concerns about this project. Are you open to meeting with us, and if so, could you propose a couple of possible dates and times when you would be available? We know you are very busy and are grateful for your time.

Regards,
Linda

Linda Berberoglu - 4330 W. 42nd St.
Julie and Jeff Steele - 4404 W. 42nd St.
Theresa and Al Carufel - 4324 W. 42nd St.

Deb Mangen

From: Olivia Watkins <olivia.watkins.tellusthepoint@gmail.com>
Sent: Sunday, December 01, 2013 11:11 PM
To: mayors@tellusthepoint.info
Subject: Survey of How Mayors Use Education

Dear Mayor,

I hope you had a delicious Thanksgiving.

I am creating an online project called Tellusthepoint designed to link the information students are learning to its applications in work and life.

As part of the project, I am conducting a survey to identify cities and leaders who are willing to take a few minutes of their time to tell students how they use schoolwork in real life.

The direct link to the survey is <https://tellusthepoint.info/survey-of-high-school-graduates/> .

Could you please personally complete the survey?

I hope that by your example and leadership your city will be among the highest ranked for linking learning to life.

On behalf of students everywhere, thank you.

Olivia Grace Watkins

olivia.watkins.tellusthepoint@gmail.com

Dear Councilmembers,

I am concerned about our current snow-related parking ordinances. I propose changing the current regulations by repealing the seasonal overnight parking ban and enhancing the authority of the City to prohibit parking in the event of snowfall. The seasonal overnight ban fails to balance the value of overnight on-street parking with the need for an effective transportation infrastructure. Our 1:00 A.M. deadline for moving vehicles is unique among Twin Cities municipalities and has unintended consequences:

1. On-street Overnight Parking is an Asset

Overnight on-street parking is a substantial asset to a resident with limited pavement on their property. Given the safety of Edina, on-street parking is a boon for those who have limited private parking or have narrow driveways and frequently need to rearrange vehicles.

2. Effect on Social Gatherings

Edina is a driving city, and citizens hosting events often rely on street parking for their guests. Under the current ordinance, social events held during the winter months must effectively end at 1:00 a.m. unless the hosts have access to ample private parking. The parking ban is an impediment to having house guests or family stay late or stay overnight.

3. Safety Concerns: Drunk Driving

The strict 1:00 A.M. onset of the current ordinance provides an unnecessary and inconvenient situation for people who have been drinking. In the absence of private parking (e.g. a full driveway) a guest who has been drinking is poised with a decision between potentially allowing their vehicle to be towed and moving their car while drunk. Without the ban, the driver could be allowed adequate time to sober up prior to driving home, or the option to leave their car on the street and find another way home. Clearly the threat of a towed vehicle is no excuse to drive while intoxicated, but the costs of a tow are significant. Why add this weight to the calculations of a potential drunk driver?

The City assumes these consequences 150 nights of the year even though overnight snow clearing occurs on a fraction of these nights. If the current statute was enforced with discretion (eg. only on nights when snowfall was forecasted) then modifications to the ordinance would not be necessary. However, the Edina Police Department has recently 'Focused In' on night parking regulations, enforcing them rigorously.

Edina has the strictest overnight parking ban of any Twin Cities first ring suburb or of any of our neighboring municipalities. I conducted research on the snow parking ordinances in place throughout the metro area and have attached a summary of that research and a compilation of the ordinances I found. Municipalities use three methods to codify snow-parking restrictions:

1. Overnight Parking Bans

Used by 6 of 20 surveyed municipalities, these bans are typically seasonal, running from November through March. All ordinances except Edina's prohibit parking between 2:00 a.m. and 6:00 a.m., and some ordinances allow parking for less than two or four hours during that time. **Edina is the only surveyed municipality with an overnight parking restriction beginning at 1:00 a.m.**

2. Snowfall Triggered Parking Bans

Used by the vast majority of municipalities, snowfall from 2-3" triggers a parking ban either until snow has been cleared or until a specified duration of time elapses. Edina has the lowest threshold for a snowfall triggered ban at 1.5".

3. Declared Snow Emergencies

Snow emergency ordinances exist in 7/20 surveyed municipalities. Declared emergencies enable pre-emptive clearing of the streets prior to forecasted weather events. They also allow the streets to be cleared of residual snowfall or snowfall of less than 1.5". Emergencies are declared by the city manager, the public works department or the chief of police. Among the municipalities surveyed, emergencies vary in duration from "until cleared" to 72 hours. Modern communication technologies including social media, email and the City website aid the announcement of snow emergencies.

I propose a system that would increase the efficiency of on-street parking by repealing blanket overnight parking restrictions and empowering the City Manager to publicly declare a snow emergency. This proposed modification would enable the City to clear the streets either preemptively or in the event that further snow clearing is needed after the initial pass. The attached legislation would enact this modification and balance the value of on-street parking and with the need for clean streets.

Given the extreme nature of our current policy and the consequences I described above, I hope you will consider my modification to the current snow parking ordinance. I plan to appear at the upcoming council meeting on Tuesday, December 3. I welcome your comments, and eventually I would like to see a council vote on this proposed legislation or something similar.

Cordially,

Ben Berg
952-807-5009
benberg00@gmail.com

4222 Grimes Ave S.
Edina, MN 55416

City	Population (2010)	Location	Overnight Ban		Snowfall Triggered Amount	Snow Emergency		Ordinance	Link
			Start	End			Duration		
Edina	47,941	1st Ring Sub	x	1:00 a.m.	6:00 a.m.	x		1410.1	http://edir
Brooklyn Center	30,104	1st Ring Sub	x	2:00 a.m.	6:00 a.m.			27-120	http://bc-i
Columbia Heights	19,496	1st Ring Sub				x		7.202,7.203,7.205	http://ww
Falcon Heights	5,321	1st Ring Sub				x		46-28	http://libra
Golden Valley	20,371	1st Ring Sub				x		9.07	http://gv-i
Maplewood	38,018	1st Ring Sub	x	2:00 a.m.	6:00 a.m.	x		36-39	http://libra
Mendota Heights	11,071	1st Ring Sub	x	2:00 a.m.	6:00 a.m.	x		6-2-2H, 6-2-4	http://ww
Richfield	35,228	1st Ring Sub				x		1305.13 & 1315	http://libra
Robbinsdale	13,953	1st Ring Sub	x*	4:00 a.m.	8:00 a.m.	x		1305.09	http://ww
Roseville	33,660	1st Ring Sub				x		602.09	http://ww
South St. Paul	20,160	1st Ring Sub				x		58-101	http://libra
St. Anthony	8,226	1st Ring Sub				x		72.36	http://ww
St. Louis Park	45,250	1st Ring Sub				x		30-158	http://ww
West St. Paul	19,540	1st Ring Sub				x	72 Hrs	1310.01	http://ww
Bloomington	82,893	Neighbors				x	48 Hrs	8.45 & 8.46	http://ww
Eden Prarie	60,797	Neighbors				x		8.15	http://ww
Hopkins	17,591	Neighbors				x		1305.31	http://ww
Minnetonka	49,734	Neighbors	x	2:00 a.m.	6:00 a.m.	x		930.030.6, 930.030.	http://ww
Minneapolis	382,578	Core					x	72 Hrs	http://ww
Saint Paul	285,068	Core				x	x	24 Hrs	http://ww

Emergency Snowfall and Overnight Parking Ordinance

The seasonal ban on overnight parking in the City of Edina is a uniquely extreme measure that fails to recognize the value of on-street parking for the citizens of Edina. This ordinance expands the scope of the snowfall parking regulations and repeals the ban on overnight parking in an effort to balance these competing priorities.

I. Date of effect. To enhance the transition to new policies, this ordinance does not take effect until April 1, 2014.

II. Repeal of Overnight Parking Prohibition. Edina City Code §1400.10 Subd.7C is repealed.

~~*C. Seasonal Parking Restriction. From November 1 to March 31, inclusive, no person shall park or permit any vehicle to stand on any street, highway or alley for all or any part of the period from 1 A.M. to 6 A.M.*~~

III. Removal of Vehicles after Snowfall. Edina City Code §1400.10 Subd.12 is amended to read:

Subd.12 Removal of Vehicles after Snowfall.

A. No person shall park or leave standing any vehicle on any street or alley in the City after a snowfall of at least 1 and 1/2 inches in depth until after the snow on the street has been removed or plowed to the curb line.

B. The Manager or a designee is authorized to declare a snow emergency and to impose parking restrictions on City streets and alleys whenever it is necessary for the safe and effective clearing of snow and ice.

C. Any vehicle parked or left standing on the street in violation of this Subdivision may be removed by or under the direction of any police officer or City employee. If the vehicle is removed by or under the direction of the City, the expense may be charged against the owner of the vehicle. The removal shall not prevent prosecution of the owner for a violation of this Subdivision.

Deb Mangan

From: Paul Nelson <pnelson5220@gmail.com>
Sent: Saturday, November 30, 2013 4:15 PM
To: James Hovland; Edina Mail; Mary Brindle (Comcast); Josh Sprague; Joni Bennett; Ann Swenson
Cc: Mark K. Nolan
Subject: 54th Street

Hello City Council,

I am writing this letter in you as a response to our ETC meeting last Thursday. I feel great efforts have been made to compromise and the plan forwarded from the Staff and consultants seems to do this.

Thank you for your time and interest in furthering our Living Streets initiative in Edina.

Paul Nelson
Chair, Edina Transportation Commission

Paul S. Nelson
5220 Duggan Plaza
Edina, MN 55439

November 30, 2013

City of Edina Mayor and Council Members
Edina City Hall
via electronic mail

Dear Mayor and City Council Members:

I am writing to formally respond to the Edina Transportation Commissions' decision (or lack thereof) at our monthly meeting on November 21, 2013, specifically on the topic of the 54th Street reconstruction project slated for 2014.

Embracing a new method for public involvement, I was excited to involve so many residents - over 700 at last count as we prepare to rebuild a roadway that has a history back to the 1930's. There are three points I'd like to make regarding my feelings regarding this roadway and the process and encourage you to proceed with the Staff proposal presented.

First, residents that are located directly on 54th Street are very concerned about speed and making this east-west connection from Wooddale Avenue to France Avenue a roadway that is too wide, which would potentially avail itself to higher vehicle speeds. The only opportunity for us to reduce the speed on this roadway is to include dedicated bike lanes - with this inclusion we would be able to request a reduction of speed limit on this State Aid roadway to 25mph. And while this alone will not curb speed, working with the Police Department we should be able to monitor and keep speed under control.

Secondly, there is a stated concern that the roadway will encroach on properties and will potentially be off-set to the North side of the City right-of-way. I do concur that this roadway is quite close to the properties along this street, but the condition proposed by this project is not one that is exceedingly different than when these residents bought their properties.

And my final point is that we have been diligently working on preparing a Living Streets Policy since 2011 and now are working on defining the Plan. I feel if we make an exception for the first project under scrutiny, we will have a very difficult road ahead of us as we attempt similar enhancements throughout our community.

There were other issues brought up by the residents at large during this eight-month process, including safety passing under the bridge in canoes, having adequate parking for activities, and adapting our bike plan to encourage connections to major bikeways in Minneapolis - allowing for healthy options for residents to commute and recreate. I encourage you to review the engineering report and consider accepting and approving this as submitted. My feeling is that this is a true compromise among residents involved in the full process.

Sincerely,

Paul S. Nelson

ETC Commission Member and Chair

Deb Mangen

From: Olivia Watkins <olivia.watkins.tellusthepoint@gmail.com>
Sent: Sunday, December 01, 2013 11:11 PM
To: mayors@tellusthepoint.info
Subject: Survey of How Mayors Use Education

Dear Mayor,

I hope you had a delicious Thanksgiving.

I am creating an online project called Tellusthepoint designed to link the information students are learning to its applications in work and life.

As part of the project, I am conducting a survey to identify cities and leaders who are willing to take a few minutes of their time to tell students how they use schoolwork in real life.

The direct link to the survey is <https://tellusthepoint.info/survey-of-high-school-graduates/> .

Could you please personally complete the survey?

I hope that by your example and leadership your city will be among the highest ranked for linking learning to life.

On behalf of students everywhere, thank you.

Olivia Grace Watkins

olivia.watkins.tellusthepoint@gmail.com