

Minutes
Cedar Isles Dean Neighborhood Association (CIDNA)
Board of Directors Meeting
Tuesday, February 3, 2004
Jones-Harrison Residence

Call to Order: Pursuant to prior notice, Chad Larsen, President, called the CIDNA Board of Directors meeting to order at 7:00 p.m. on Tuesday, February 3, 2004 at the Jones-Harrison Residence. A quorum of directors was present.

Board Members Attending: The following directors were present: Cherrie Zitzlsperger, Steve Gove, Tom Buck, Ken Moritz, Charlie Elowson, David Shirley, Bob Corrick, Kathy Hendricks, Chad Larsen, Carla Sariin-Egeman, Judy Berge.

Board Members Absent: Bengt Sohlen, Billy Weisman

Guests Attending: Robyn Repya, Southwest Journal, Paul Geimann, CIDNA Resident, Douglas Neimann, CIDNA Resident, Carolyn Gruesner, CIDNA Resident, Beth Elliot, Minneapolis Planning Department, Beverly Nelson, CIDNA Resident, Cheryl Gibson, CIDNA Resident, Marc Goldfarb, CIDNA Resident, Ted Weinberg, CIDNA Resident, Rodg Adam, Lake Point Newsletter, Council Member Lisa Goodman, Doug Kress, Assistant to Council Member Lisa Goodman.

Beth Elliott Presentation: Ms. Elliot recently joined the staff of the Minneapolis Planning Department. She is available to help CIDNA residents regarding planning issues. She may be contacted at 673-2442.

Council Member Goodman's Report: Council Member Goodman briefly discussed the Snow Emergency rules. She passed out the Minnesota legislative priorities for the City (copy attached). The reopening of the Cedar Lake Bridge was briefly discussed. Lunch with Lisa has been moved. The next lunch will be on February 25. The topic will be workers who live in the city and work as City employees. Information concerning the market value of homes in the neighborhood was distributed (copy attached). Ken Moritz inquired about bonding priorities for the planetarium, which were not included in legislative priorities. Council Member Goodman replied that arts related projects are receiving lower priority at the legislature this year. David Shirley inquired what was going on the Cedar wetland. Council Member Goodman did not know. Cheryl Gibson indicated that she had heard that the wetland is being dug deeper to improve filtration capability. Council Member Goodman will not be attending the March Board meeting. Beverly Nelson inquired why Jones Harrison appeared to pay very low property taxes. Cherrie Zitzlsperger responded that the nursing home is a non-profit, and as such, is exempt from property taxes.

Minutes: Minutes from the December 2, 2003 meeting were distributed by Mr. Corrick.

ACTION: Ms. Hendricks moved to approve the minutes and Mr. Buck seconded the motion. The motion was passed unanimously with no abstentions.

Jones Harrison Project and Variance Committee: Mr. Larsen briefly discussed the background of the Jones Harrison Project, and the creation of the sub-committee formed to evaluate the project. Mr. Larsen suggested that Jones Harrison is not at this time necessarily in favor of any one solution to the parking problem. Judy Berge stated that Ginni Housum did a very good job writing up the minutes for the last sub-committee meeting (copy attached). Jones

Harrison had proposed two ideas: (1) a two-level parking lot on the west side of the nursing home (at or below grade relative to Cedar Ave.), and (2) a small surface lot on the east side. She stated that it was a very contentious meeting, and that the two proposals made by the nursing home were not acceptable to the group.

Members of the committee suggested providing parking on the north side of Cedar Ave., limiting bus stops, which are now on both sides of the street, and introducing limited-period permit parking on Drew Ave. A parking ramp was suggested on the north side of the building, but Jones Harrison rejected this idea because such a structure would block the lake views by the nursing home resident.

A guest inquired how many cars use the streets. Another guest suggested that Jones Harrison open up the ramp on the weekend, when it is currently closed. It was estimated that 75 cars parked on the streets. The capacity of the north side of Cedar Ave. should be investigated.

Mr. Kress responded to a question about permit parking in the area. Permits must be purchased for all users. A percentage of the neighborhood must agree to permit parking. Permits each cost about \$25 to \$40 per year. Only residents can purchase parking permits. Limited parking periods (not requiring permits) apply to all users.

Ms. Nelson stated that she would rather have Cedar Ave. parking to slow down traffic than a parking lot. She also stated that she has fought the parking lot regularly since 1986. She also raised concerns about the ultimate motivation of Jones Harrison. She introduced a letter from her husband (copy attached) concerning their frustration with the nursing home issue.

Ms. Gibson inquired about a non-parking stripe near the alleys to make approaching cars more visible, and improve the safety of traffic on the street. A guest suggested that signs should encourage visitors where to park. Mr. Larsen invited the neighbors to work with the sub-committee towards a solution and viable alternatives to consider. The neighbors indicated a willingness to work on the problem with the nursing home.

A guest inquired whether the parking ramp idea is dead. Mr. Larsen indicated that a city approval process would be required for this idea to be implemented. A guest also inquired whether Jones Harrison could agree not to build a parking lot. Mr. Larsen stated that this was possible, and something to be worked out by the sub-committee with Jones Harrison. A guest inquired whether they could be assured that no vote would be taken by CIDNA to favor the parking ramp. Mr. Larsen indicated that he could give no such assurance, as no proposal has been made at this time.

Mr. Shirley stated that many inaccuracies were presented by guests in the meeting, especially as related to broken promises. Carla Sariin-Egerman empathized with the complaints. She suggested that parking problems will continue. Kathy Hendricks encouraged the attendees to consider solutions that will not just place the problem on someone else. She stated that parking permits are not necessarily the solution, because residents are entitled to only one extra parking permit.

Streetcar in the Midtown Greenway: Mr. Corrick summarized the work of the Transit Committee concerning evaluation of a streetcar in the Midtown Greenway. The Committee had been instructed in the December Board meeting to recommend resolutions to be considered by the Board. The Committee recommended three resolutions (attached): (1) to withhold support of the streetcar until more information is received, (2) oppose the streetcar, and (3) support further

research of the streetcar. The Committee recommended that the Board discuss all three resolutions together, but that each resolution should be voted on in sequence. If the first resolution passed, then the second and third resolutions would not be considered. The first motion was moved by Mr. Buck and seconded by Mr. Shirley. The following discussion ensued.

Mr. Moritz favored the first resolution because more information is needed to take a position. Mr. Buck stated that much of the Midtown Greenway Coalition's position favoring a streetcar is driven by fear of a busway and to a lesser extent LRT. Mr. Gove favors streetcar in the corridor provided that noise is controlled. Mr. Corrick favored the third resolution stating the streetcar is the mode of rail transit that will be the most favorable to the neighborhood. Mr. Buck stated that the numbers do not support new riders. Mr. Larsen stated that CIDNA can change its position at any time. Mr. Buck believed that a vote against the streetcar may put the Coalition in an awkward position. Mr. Shirley believed that support of the streetcar would indirectly support LRT in the Kenilworth Corridor. Mr. Sarrin-Egerman inquired about the frequency of a streetcar. Mr. Corrick estimated that a streetcar would pass each way every 10 minutes. Ms. Berge agreed that a streetcar in the Greenway could undermine a position opposing LRT in the Kenilworth Corridor.

ACTION: RESOLVED that CIDNA takes no position concerning study, design, or implementation of a streetcar in the Midtown Greenway until more definitive information is presented to the neighborhood.

The motion passed 7 to 4 with no abstentions.

Tryg's Restaurant: A letter was submitted to Mr. Larsen to request a variance. The Variance Committee will take the request under consideration. Mr. Corrick and Mr. Buck also stated that Tryg's may desire to participate with the neighborhood, County, Midtown Greenway Coalition, and Midtown Community Works Partnership concerning landscaping on the south side of the Midtown Greenway.

Dog Park: Mr. Shirley inquired how the dog park was working. Ms. Hendricks and Ms. Sarrin-Egerman stated that monitoring was not occurring as had been promised.

Website: Mr. Larsen announced that there will be a meeting to discuss the website design. Anyone interested is encouraged to participate. Mr. Buck is opening a debit card to pay for the website.

Board List: Mr. Larsen distributed the updated Board list.

Donation: CIDNA received an anonymous donation for \$1,000.

March Meeting:

ACTION: RESOLVED that the March meeting of CIDNA be held at 5:30 p.m. on March.

Mr. Buck moved the resolution and Ms. Hendricks seconded. The motion was passed unanimously with no abstentions.

Adjournment: As there was no further business before the board, Ms. Hendricks made a motion to adjourn the meeting at approximately 9:10 p.m.

Meetings of the CIDNA board are generally held in the Lake Room of the Jones-Harrison Residence on the first Tuesday of every month at 7:00 p.m. The next regular board meeting will be held at 5:30 p.m. on March 2, 2004 at the Jones-Harrison Residence.

These minutes were prepared and submitted by Mr. Robert R. Corrick, Secretary. The minutes were adopted at the board meeting held on _____, 2004.

ATTENDEES AT JONES HARRISON MEETING JANUARY 8, 2004

Name	Address	Email address
Ted Weinberg	2716 Ewing	Ted@TedWeinberg.com
Bill Lipham	2700 Ewing	Bill@Lipham.com
Van Lawrence	2720 Ewing	Lawre016@umn.edu
KK& Doug Neimann	2701 Ewing	KKNeimann@yahoo.com
Charlie Elonson*	2515 Burnham Road	Charlie@cbburnet.com
Paul G. Newman	2720 Glenhurst, SLP	Paulneiman@aol.com
Claire Lohman	3625 Cedar Lake Ave	
Stacia Goodman	2724 Chowen	Sgoodman@bitstream.net
Joe Cohen	2700 Drew	
Martha Salzman	2704 Ewing	
Mark Teteris	2644 Glenhurst, SLP	
Nancy Gibson	2712 Glenhurst, SLP	
Cheryl Gibson	2668 Glenhurst, SLP	otisrock@bitstream.net
Rick Gibson	“	otisrock@bitstream.net
Gordon Nelson	2701 France Avenue	Gordon_nelson@qwest.net
Sharon Quast	2656 Glenhurst, SLP	Sharonquastl@cs.com
Esther Fabes	2733 Drew	Fabes002@umn.edu
Carolyn & Mark Gruesner	2700 Drew	
Daniel E. Chowen	2920 Ewing	
Ginny Housum	3515 Cedar Lake Ave	Ginny.Housum@mindspring.com
Mike Ashling & Mike Yorston	2708 Drew	mjyorston@hotmail.com
Rick Paal	2755 Drew	Rick.paal@msn.com
Desmond Whitney	2709 Drew	
Richard Gibson	2668 Glenhurst, SLP	
James Running	2721 Ewing	
Al Ingersol	2425 Ewing	ainersol@winkley.com
Judy Berge*	2565 Burnham Rd	bergejs@aol.com

* CIDNA board member

MINUTES OF MEETING
CONCERNING
JONES-HARRISON RESIDENCE PARKING PROBLEMS
THURSDAY, JANUARY 8, 2004

The Jones-Harrison Residence has proposed (a) building a two story parking garage below grade and at grade on the west side of its property, where there is presently a dirt lot; and (b) building a small parking lot on the east side of its property, adjacent to its existing visitors parking lot. Jones-Harrison also has been approached by the Cedar Lakes Park Association about its willingness to donate an easement across its property for a trail from Cedar Lake Avenue to Cedar Lake. Jones-Harrison is willing to consider such a donation, provided that the trail must be handicapped-accessible for its residents. All three of these projects would require zoning variances. Lowell Berggren, the executive director of Jones-Harrison, approached CIDNA to obtain neighborhood input, and has stated that Jones-Harrison probably would not wish to proceed with the proposals without the approval of the neighborhood association.

Lowell Berggren, the executive director of Jones-Harrison, made a presentation to the CIDNA variance committee and CIDNA boards in November and December, 2003, about its proposals for addressing issues in the neighborhood about on street parking by staff and visitors to Jones-Harrison and the proposed trail, the CIDNA board asked that the immediately-affected neighbors be consulted in some way about their views of the parking problem and Jones-Harrison's proposed solutions. Judy Berge as chair of the variance committee and Ginny Housum as a member of the variance committee agreed to seek neighborhood input. Ginny Housum prepared a letter to the neighbors which was delivered at the end of December to each resident of CIDNA living on Chowen, Drew, Ewing and Cedar Lake Avenues, advising them of the neighborhood meeting on January 8, 2004. Approximately 35 people attended the meeting. The attendees who provided their names and addresses are listed on the roster of attendees which is being circulated with these minutes.

Jones-Harrison hosted the meeting, and through Mr. Berggren and Robert D. Mueller, its construction consultant, presented the options it was considering, by referring to maps of the Jones-Harrison site. Mr. Berggren said that Jones-Harrison also is open to other options and alternatives. The two new parking facilities would be connected by a road, which might provide traffic flow around the back of the Jones-Harrison Residence, and would remove volume from the east entrance to the site. There would be an exit from the west driveway. In general, the peak amount of street parking has been about 75 cars, with additional on-street parking for events and fundraising activities. Most of the current on-street parking is staff parking and long term visitor parking, particularly for vendors, who sometimes bring trucks to the facility.

In general, the reaction of the neighbors was adverse to the proposals, with a few exceptions. The immediately affected neighbors in the vicinity of the intersections of Cedar Lake Avenue and the side streets, including France Avenue, mentioned that the lower level of the existing rear parking structure is empty on weekends, and could be used to take cars off the streets on weekends. Mr. Berggren agreed to consider opening the parking garage on weekends, but said the existing parking lot is 100% occupied by employees who pay to park there on weekdays. The neighbors were concerned that even if more parking is built on site, employees and guests will still park on the streets, because they are within the line of sight of the building entrance, and it appears more convenient to park there. Mr. Nelson, who lives on France Avenue at Cedar Lake Avenue, reported that there have been 4 accidents at the corner of France and Cedar Lake Avenue, and predicted more if the parking structure on the west end of the Jones-Harrison parcel is built.

Jones Harrison's consultant indicated that this plan was first proposed in 1999. The neighbors noted that Jones-Harrison had removed a lot of mature trees in 1999, and the neighbors believe that Jones-Harrison has not followed through on its landscaping plan which was then agreed to with CIDNA. The area around the existing west lot has not been replanted, and has become a dumping ground for a lot of used equipment.

Several neighbors mentioned the apparent danger in entering Cedar Lake Avenue from the alleys and driveways along Cedar Lake Avenue, because of the limited sight lines. There seemed to be agreement

that four entrance/exit sites to the property make the traffic situation dangerous, but that concentration of the traffic through the west exit would create new dangers. Several people mentioned the dangerous condition caused by the absence of a sidewalk west of Jones-Harrison and extending to France Avenue, where there is a sidewalk running north to the detention ponds. Families with children, on foot and in strollers, would like to have a sidewalk on the north side of Cedar Lake Avenue in front of Jones-Harrison.

As alternatives to the Jones-Harrison plan, various neighbors proposed (a) an off-site parking arrangement, with a shuttle bus to bring employees to Jones-Harrison; (b) an entry ramp to the parking garage off of France Avenue; (c) adding another level to the existing garage, which would still be lower than the Jones-Harrison building and not more visible from Cedar Lake; (d) a permitting system for residents of the neighborhood, and limited parking for others (probably two hours); and (e) removing some of the bus stops on the north side of Cedar Lake Avenue, to provide additional parking, and making the south side of Cedar Lake Avenue a no parking zone. The last suggestion would help reduce the danger of turning onto Cedar Lake Avenue from the alleys, but could have the unintended consequence of increasing the number of cars parked on the side streets.

Jones Harrison and most neighbors believed an off-site parking arrangement with a shuttle bus was impractical. The entry ramp off France Avenue is not acceptable to the city. Adding another ramp to the existing parking structure could be explored, but could be quite expensive, might not be feasible from an engineering viewpoint, and would reduce the rental rates for the rental units which look north over the parking structure. Jones Harrison was interested in exploring the idea of limiting parking on the adjoining streets, and increasing parking on the north side of Cedar Lake Avenue.

With respect to the proposal for a trail, there was no consensus. Many people thought the trail was a good idea, and would ease access to the lake not only for Jones-Harrison residents, but for others. Others opposed the trail as an unnecessary expansion of paved surfaces, and because of additional lighting which would be needed. It was noted that the construction of the trail would be likely to increase the number of cars parked on Cedar Lake Avenue, because other users of the park could walk to the lake without paying for the use of the city and park board lots around the lake. Because of the steep grade, Jones-Harrison does not believe it is feasible to install a sidewalk on the north side of Cedar Lake Avenue on the west end of its property.

Jones-Harrison also will be pursuing the following improvements to its property, which it reported to those in attendance: replacing the existing retaining walls; upgrading the landscaping; removal of the berm and widening the drive lane at the main entrance, so ambulances and trucks can make the turn more easily; removing the curb and installing heated pavement at the main front entry; providing more gardens in front of the facility; and renovating the east courtyard to promote usage of that area.

A non-binding straw vote was taken on the existing parking enhancement proposals, which resulted in two votes in favor of the Jones-Harrison proposals for a garage to the west and an additional parking lot on the east side of its property, nine votes in favor of expanding parking for Jones-Harrison through other means, and 28 votes against the Jones-Harrison proposals for a garage to the west and an additional parking lot on the east side of its property.

After considerable discussion, Mr. Berggren said that he would recommend to the board of Jones Harrison that the present proposals should not be pursued, in light of neighborhood opposition. He was asked to report back on the board's reaction. The board is having a long range planning session in February. As alternatives, the following will be further investigated:

- (1) greater encouragement by Jones Harrison for its employees parking further east along Cedar Lake Avenue, between 28th Street and Chowen;
- (2) reducing the bus stops on the north side of Cedar Lake Avenue from four to two (at Chowen and France) to provide additional parking on the north side of Cedar Lake Avenue. It is also likely that the bus stop at Chowen could be moved east to the east side of Chowen;
- (3) providing two hour parking zones on the south side of Cedar Lake Avenue and on the adjoining side streets;

- (4) opening the existing parking garage to staff and visitor parking on weekends;
- and (5) investigation of using the existing east lot for staff parking, rather than visitor parking;
- (6) consideration of widening the entrance to the east lot, so trucks can make the turn more easily.

It was agreed that these ideas would be reported back to the CIDNA board. In addition, Ginny Housum agreed to put together a list of the email addresses of those in attendance and would circulate it so interested parties could contact each other with respect to these issues. Ginny Housum said she would circulate this information to Mr. Berggren, CIDNA, and councilperson Lisa Goodman's office.

Most people appreciated Lowell Berggren's and Jones-Harrison's willingness to inform the neighbors of its plans, and its efforts to resolve the parking problem, at the same time that it seeks to accommodate the wishes of the neighborhood.

Drafted by Ginny Housum
January 27, 2004

**CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION (CIDNA)
BOARD OF DIRECTORS
RESOLUTION DEFERRING ANY POSITION CONCERNING
A STREETCAR IN THE MIDTOWN GREENWAY
FEBRUARY 3, 2004**

RESOLVED that CIDNA takes no position concerning study, design, or implementation of a streetcar in the Midtown Greenway until more definitive information is presented to the neighborhood.

**CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION (CIDNA)
BOARD OF DIRECTORS
RESOLUTION OPPOSING A STREETCAR IN THE MIDTOWN GREENWAY
FEBRUARY 3, 2004**

WHEREAS CIDNA continues to question the desirability and need for rail transit through the neighborhood, and

WHEREAS CIDNA has not been presented with compelling evidence of benefit arising from the implementation of a streetcar in the Midtown Greenway, and

WHEREAS the planning process has provided no plan for significant mitigation of negative commuter rail impacts upon the neighborhood.

NOW THEREFORE BE IT RESOLVED that the Cedar Isles Dean Neighborhood Association at this time does not support development and construction of a streetcar system in the Midtown Greenway.

NOW THEREFORE BE IT FURTHER RESOLVED that if a streetcar system is further studied or funded, CIDNA would desire to work as partners with the HCRRA to consider an optimal system design and be consulted with by the HCRRA in all matters relevant to the community

**CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION (CIDNA)
BOARD OF DIRECTORS
RESOLUTION SUPPORTING FURTHER STUDY OF A STREETCAR IN
THE MIDTOWN GREENWAY
FEBRUARY 3, 2004**

WHEREAS the 29th Street Midtown Greenway is unique in its origin, location and potential to benefit and connect the neighborhoods it serves with linear public green space, and high quality transit that operates frequently and offers speedy travel times, and

WHEREAS the Midtown Greenway probably will be used for multi-modal public transit.WHEREAS 100% electrically powered streetcars operating on tracks rather than a roadway minimizes noise and air pollution within the Midtown Greenway Corridor compared with other modes of public transit.

WHEREAS a streetcar system with some segments of single track offers a low cost start-up system meeting Metropolitan Council ridership projections in the year 2020 while still providing multiple expansion strategies, and

WHEREAS a streetcar would complement the ambiance of the neighborhood compared with other transit systems.

NOW THEREFORE BE IT RESOLVED that CIDNA supports further study of a streetcar system in the Midtown Greenway from the Hiawatha LRT to the Kenilworth Corridor, and further west through at least St. Louis Park.

NOW THEREFORE BE IT FURTHER RESOLVED that any support of a streetcar by CIDNA in the Midtown Greenway is conditioned upon implementation of mitigation measures acceptable to the neighborhood, which would reduce the resulting negative environmental affects.

Cedar Isles Dean Neighborhood Association
2003-2004 Board Members

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CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION

ATTENDEES

BOARD OF DIRECTORS MEETING

DATE

2/3/04

NAME	ORGANIZATION OR ADDRESS	TELEPHONE	E-MAIL ADDRESS
Judy Berge	CIDNA Board	612-926-6265	
Tom Buck	"		
Kathy Hendricks	"		
Paul G. Neimann	2726 Glenhurst Ave	952-926-4254	
* KK: Douglas A. Neimann	2701 Ewing Ave. S	612-374-0855	dneimann@okhabena.com
KEN MORITZ	CIDNA	612-922-8550	
* Mary Carolyn Gruener	2700 Ewing Ave S.	612-927-1019	deanPartway@aol.com
DAVID STIRLEY	CIDNA		
CHARLIE ELWSON	CIDNA	612-377-1055	CHARLIE@CIBJADNA.COM
Steven Gove	CIDNA	612-925-3103	sgove@MN.VR.COM
Carla Sarin Egerman	CIDNA	612-927-8689	abepromos@msn.com
Beth Elliott	CPED- planning	612-673-2442	beth.elliott@ci.minneapolis.mn.us
Beverly Nelson	2701 France Ave. South	612-924-9039	
Cheryl Gibson	2608 Glenhurst Ave. S.	952-922-1931	otisrock@bitstream.net
Mac Goldfarb	2725 Drew St	612-926-8743	goldf023@u.wa.edu
Ted Weisberg	2716 Ewing St	612-926-2927	Ted@TEDWEISBERG.COM
Edwin Reppe	Southwest Tower Mall	436-4368	reppe@swjournal.com
Chris			

* - Consider for JHR Parking Sub-Committee

City of Minneapolis

2004 Legislative Agenda

Priority Issues

Minneapolis' Bonding Priorities

The City of Minneapolis' priorities for the State's bonding bill are (in priority order):

- \$24 million for the Minnesota Planetarium and Space Discovery Center
- \$9.625 million for Heritage Park
- \$9 million for the University Research Park
- \$10 million for the Minnesota Shubert Performing Arts and Education Center
- \$3 million for the Health Careers Institute

Local Government Finance

Priority issues for Minneapolis are:

- Increased funding for the current LGA program
- Suspending the phase-out of the limited market value program for residential properties
- Opposing mechanisms (such as the "TABOR" amendment) that arbitrarily limit governmental revenues

Affordable Housing

Priority issues for Minneapolis are:

- Legislation authorizing the creation of TIF mixed-use and mixed-income housing districts for developments that contain both owner-occupied and rental units

Transportation

Priority issues for Minneapolis are:

- Legislation that increases state funding for transportation and transit
- The creation of a statewide task force to put forth a state airport strategy that incorporates the interests of the entire state, including citizens, the business community, the metropolitan area and outstate regions. This task force would be advisory to MnDOT as it updates its airport plan. In addition to passenger movement the task force should incorporate air cargo and environmental concerns into the plan



Intergovernmental Relations Department

350 South 5th Street - Room 301 M

Minneapolis, MN 55415

(612) 673-2043

Public Safety

Priority issues for Minneapolis are:

- Sustaining the City's authority to use administrative fines for local regulatory ordinances such as building codes, zoning codes, health codes and public nuisance ordinances; also for the use of fines for matters that are not duplicative of misdemeanor or higher levels state traffic and criminal offenses
- Restoring funding for the CriMNet statewide information system, including components related to public access to criminal justice information
- Restoring funding and expand representation for the State Gang Strike Force without jeopardizing current criminal justice resources to ensure a state-wide coordinated plan for addressing gang activity
- Making possession of any amount of marijuana with intent to sell a misdemeanor

Municipal Government

Priority issues for Minneapolis are:

- Legislation allowing the City to utilize existing state law relating to storm water utility charges
- Legislation extending the design/build process to transit facilities

City Livability

Priority issues for Minneapolis are:

- Legislation creating a tax credit for building owners resolving lead contamination issues in housing units
- Maintaining funds for grant programs aimed at eliminating health disparities in targeted health categories

Jobs & Economic Development

Priority issues for Minneapolis are:

- TIF legislation facilitating the redevelopment of the University Research Park
- Statewide TIF legislation facilitating the redevelopment of large urban renewal projects

**MULTIPLE LISTING SERVICE STATISTICS
CALHOUN-ISLES, District 300; Revised 2-2-04**

ACTIVE LISTINGS

Property Type	# Active Listings	Average Asking Price	Average Days Market Time
Single Family	85	\$714,398	75
Multi-family	18	\$438,760	37
Land	1	\$375,000	28
Investment	6	\$826,775	73

LISTINGS THAT WENT OFF MARKET IN THE LAST SIX MONTHS

Property Type	# Sold	Average Sale Price	Average Days Market Time
Single Family	131	\$396,945	45
Multi-family	23	\$339,939	38
Land	0	NA	NA
Investment	1	\$575,000	103

MLS Statistical Trends for District 300 Calhoun-Isles
1994-96 is Single Family only; 1997-2001 is Single Family+Condos+Townhomes+Twinhomes
Inflation from 1994 to 2002 is 128.2%

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Average Sale Price	\$178,990	\$213,029	\$240,692	\$229,227	\$233,049	\$290,226	\$296,188	\$351,333	\$373,148	\$408,461
% Change	NA	19%	12.9%	-4.8%	1.7%	24.5%	2.1%	18.6%	6.2%	9.5%

February 3, 2004

To: CIDNA Board

cc: Board of Directors of Jones Harrison home

From: Gordon Nelson

At the last community meeting:

- Unofficially we took a vote in order to gauge the directly affected neighbors' opinions of the proposed new parking facilities at either end of the Jones Harrison home. The landslide response was one of complete disapproval
- 2 people were for the project
- 2 or 3 people were for some additional parking, however, against the proposed eyesore
- Everyone else was against it

Why are we here tonight?

This is not the first time that Jones Harrison has asked for a variance or an exception to be made. The reason we have the parking issue now is because of these previous exceptions and expansions to their facilities. At issue here is more than additional parking. Other than Jones Harrison, this is a totally residential neighborhoods surrounded by lakes and parklands in what must be one of the most attractive communities in Minneapolis. Now is the time to say NO to:

- Exceptions
- Variances
- Expansion
- Additional parking
- More invasion of our neighborhood

The neighbors who live directly opposite Jones Harrison not only have the issue of Jones Harrison employees parking on our street, as do other members of the community, we have to also tolerate what amounts to at least 150 in and outs per day whether it be visitors, employee parking, vendors, deliveries, ambulances and/or fire brigades.

Whilst I understand the community's concern to having employees cars parked on the street outside their homes, it would be totally unreasonable to expect the homes directly surrounding Jones Harrison to take yet another burden in the form of more parking on Jones Harrison property which equates to an additional 150-200 in and outs per day bringing the total to well in excess of 300 per day. Due to the history of expansion, the neighborhood now shares the burden of their development. We made a mistake. Let's not make another one.

For us to be naive enough to see this parking eyesore as a solution, would not only be a mistake for us all, it would also aesthetically destroy this part of our neighborhood with a massive parking deck next to the nature preserve and wetlands area on one side, residential homes on the other side and on the opposite side of France, a small park. How Jones Harrison can even remotely consider suggesting this to the community not only shocks me but awakens me to what amounts to total indifference to their neighbors.

Over the years, there has been an enormous amount of personal investment into the neighborhood properties. There have also been, and continues to be, substantial real estate tax increases. If Jones Harrison professes to be such a good neighbor, they should not pursue this project and they should revisit their real estate tax position which is published on the internet. I was shocked to see they pay less than one-fifth of my real estate tax bill and now they have the audacity to ask us to accept a massive parking ramp at one end along with additional parking on the other.

Apart from the aesthetics, the impact on the community, from a safety standpoint, is completely unacceptable. France Avenue and Cedar Lake Avenue are already notorious for fast moving traffic. This proposed additional traffic would lead to more accidents. In the past, there have been 4 accidents on my property alone. It is not difficult to imagine, with the amount of bike riders, children and pedestrians who use this corner area, to eventually pay the price in the form of a fatality.

My wife and I, along with we believe the support of the affected neighbors, ask the CIDNA Board to vote against this parking deck, additional parking and any future proposals related to these issues.

Respectfully,

Gordon Nelson
2701 France Avenue South