



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item <u>Item No: IV. F.</u>
From: Wayne Houle, PE <i>WH</i> Public Works Director/ City Engineer	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion
Date: January 18, 2011	<input type="checkbox"/> Information
Subject: Resolution No. 2011-17 Receiving Feasibility Reports for Improvement Projects: <ol style="list-style-type: none"> 1. BA-371 Killarney Shores Street Reconstruction 2. BA-372 McCauley Heights Street Reconstruction 3. BA-373 Oscar Roberts Street Reconstruction 4. BA-383 West 44th Street Reconstruction 	

ACTION REQUESTED:

Approve attached Resolution No. 2011-17, receiving the feasibility studies for Killarney Shores Street Reconstruction, Improvement: No. BA-371; McCauley Heights Street Reconstruction, Improvement: No. BA-372; Oscar Roberts Street Reconstruction, Improvement: BA-373; and West 44th Street Reconstruction, Improvement No. BA-383.

INFORMATION/BACKGROUND:

The City Council has set these public hearings for February 1, 2011. Attached is the feasibility studies; please bring these feasibility studies to the February 1st City Council meeting.

ATTACHMENTS:

Resolution 2011-17

Feasibility Reports:

1. BA-371 Killarney Shores Street Reconstruction
2. BA-372 McCauley Heights Street Reconstruction
3. BA-373 Oscar Roberts Street Reconstruction
4. BA-383 West 44th Street Reconstruction



**RESOLUTION NO. 2011-17
RECEIVING FEASIBILITY REPORTS FOR
NEIGHBORHOOD STREET RECONSTRUCTION:
KILLARNEY SHORES, IMPROVEMENT NO. BA-371
MCCAULEY HEIGHTS, IMPROVEMENT NO. BA-372
OSCAR ROBERTS, IMPROVEMENT NO. BA-373
WEST 44TH STREET, IMPROVEMENT NO. BA-383**

City of Edina

WHEREAS, at the request of Edina City Engineer, reports have been prepared by staff with reference to the proposed Improvement Nos. BA-371, BA-372, BA-372, and BA-383 the improvement of Killarney Shores, McCauley Heights, Oscar Roberts, and West 44th Street, and these reports are hereby received by the Council on January 18, 2011; and

WHEREAS, the reports provide information regarding whether the proposed improvement is necessary, cost-effective, and feasible; whether they should best be made as proposed or in connection with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for affected parcels;

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF EDINA, MINNESOTA:

1. The council will consider the improvement of such streets in accordance with said reports and the possible assessment of abutting property for all or a portion of the cost of the improvements pursuant to Minnesota Statute, Chapter 429 at an estimated total cost of the improvement of \$750,000 (BA-371), \$183,400 (BA-372), \$421,200 (BA-373), and \$230,000 (BA-383).
2. A public hearing shall be held on such proposed improvement on the 1st day of February, 2011, in the council chambers of the city hall at 7:00 p.m. and the clerk shall give mailed and published notice of such hearing and improvement as required by law.

ADOPTED this 18th day of January, 2011.

Attest: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of January 18, 2011, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

City Clerk



FEASIBILITY STUDY – BA 383

ENGINEERING DEPARTMENT

CITY OF EDINA

STREET IMPROVEMENTS

W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

January 18, 2011

LOCATION: The project is located along West 44th Street from Brookside Terrace to County Road 17 (France Avenue) as shown in Figure 1 below. The roadway extends within the cities of Edina and St. Louis Park.



Figure 1 - Project Location Map

INITIATION & ISSUES: Comprehensive Plan

This area, identified as a street reconstruction project, is part of the City's 2011 to 2015 Capital Improvements Plan. A determination was made in the Pavement Management Plan that the roadway has reached a point whereby maintenance of the roadway through overlays and crack sealing is no longer cost effective and pavement rehabilitation is needed.

Since the roadway extends with the City limits of Edina and St. Louis Park, a joint powers agreement will be drafted to identify the project responsibilities and funding between the two cities.

Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

Staff Identified Issues

The following issues were identified by staff during the preliminary scoping of the project:

- Poor condition of existing pavement
- Deteriorating curb & gutter, sidewalks, and concrete driveway aprons
- Skewed intersection at Browndale Avenue and 44th Street
- Constraints regarding the existing landscaping and structures
- The desire to minimize impacts to trees and preservation of the historic catalpa trees, elm trees, and other trees that line the roadway
- Drainage and surface water treatment issues
- Parking constraints
- Lack of bicycle accommodations
- Pedestrian access issues
- Sanitary sewer and watermain deficiencies

Resident Input

A street reconstruction informational letter was distributed on October 15, 2010 to 98 property owners that are adjacent to the proposed street reconstruction area from Mackey Avenue to France Avenue. An informational meeting was held at the Public Works and Park Maintenance Facility on October 28, 2010. A presentation was given explaining the street reconstruction process and described the existing conditions of the roadway corridor as well as the design criteria for the roadway given that it is a designated Municipal State Aid roadway. The meeting was attended by 38 residents representing 32 properties. Input from this meeting and comments received are included in the Appendix.

This meeting was followed up with a questionnaire sent to the property owners on November 16, 2010. The questionnaire was distributed to ascertain whether the resident had drainage problems, private underground facilities, pedestrian issues, traffic management issues, and a preference regarding residential streetlights and the level of importance for on-street parking.

A return rate of 57%, or 60 of the 106 residents, responded to the questionnaire. A tabulation of the responses has been completed and can be found in the Appendix along with the questionnaire.

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

Below is a summary of a few key questionnaire responses:

Surveys Sent	Surveys Returned	Residential Street Lights		Traffic Management		On-Street Parking
		Favor Upgrading Street Lights*		Neighborhood Traffic Issues?		Importance of on street Parking*
		Yes	No	Yes	No	Important=5 to Not Important=1
106	60	25	33	48	12	2.3
% of Returned Surveys	57%	42%	55%	80%	20%	98%

* Percentages are based on responses of returned questionnaires and may not equal 100% if questions were not answered.

The key issues that residents felt needed to be addressed were local drainage issues, traffic management or speed control, parking, and pedestrian access issues.

A second neighborhood meeting was held on December 8, 2010 to discuss the results of the questionnaire, the preliminary project design, and the estimated assessments to properties. The meeting was attended by 31 residents representing 27 properties. Input from this meeting and comments received have been included in the Appendix.

EXISTING CONDITIONS: Roadway

W 44th Street between Brookside Terrace and Mackey Avenue was last constructed in 1984 and consists of a two-lane roadway with a street width that varies between 28 to 36 feet. The curb & gutter and sidewalk are in fair to good condition and the bituminous pavement is in fair condition. Parking is restricted on both sides of the roadway from TH 100 to Brookside Terrace.

W 44th Street between Mackey Avenue to France Avenue was last constructed in segments between the 1940's and 1950's. The roadway consists of a 26 to 40-foot, two-lane roadway with no parking restrictions on either side except on the north side of W 44th Street between Eton Place and France Avenue, where a two-hour parking limit is currently in-place.

Feasibility Study

W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

The existing road widths are as follows:

- Brookside Terrace to North Avenue – 26' wide
- North Avenue to Mackey Avenue – 36' wide
- Mackey Avenue to Browndale Avenue – varies from 27' to 29' wide
- Browndale Avenue to Wooddale Avenue – varies from 26' to 32' wide
- Wooddale Avenue to Curve Avenue – varies from 29' to 30'
- Curve Avenue to east of Eton Place – 35' wide
- East of Eton Place to France Avenue – 40' wide

The existing right of way varies between 50 and 66 feet wide. The curb & gutter, sidewalk, and bituminous roadway are generally in poor condition. Segments of the sidewalk are structurally deteriorating, are trip hazards, and are less than the minimum City standard width of 5 feet. In addition, the sidewalk from Thielen Avenue to Browndale Avenue and segments near France Avenue are located adjacent to the curb lines with no boulevard.

W 44th Street between Wooddale Avenue and Glen Place is within the City limits of St. Louis Park. The roadway totals approximately 700 feet in this area.

A geotechnical evaluation report for the corridor was completed and indicates that the soil conditions of the roadway consist of sandy loams and sandy clay loams with minimal aggregate base under the pavement.

The roadway includes the following typical characteristics:

- The roadway varies in width from block to block and is not consistent throughout the length.
- Curb & gutter is not present for certain segments between Mackey Avenue to Wooddale Avenue.
- Mature and historic trees (catalpa, elm, etc.) line the boulevards and, in certain areas, are directly behind the edge of the roadway or curb.
- The roadway has a speed limit of 30 mph as dictated by State Statute.
- Parking is allowed on both sides with one exception - the north side of 44th Street between Eton Place and France Avenue, where a two-hour parking limit is currently in-place. Parking is also restricted on both sides of the roadway between TH 100 to Brookside Terrace.
- Pedestrian curb ramps, sidewalks, and boulevard widths do not meet the City safety standards and the provisions of the Americans with Disabilities Act (ADA).

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

The following photos illustrate the existing conditions.



Photo 1 – Browndale Avenue Intersection (skewed intersection)



Photo 2 – Historic Catalpa Trees (Dart Ave. to Browndale Ave.)



Photo 3 – Kojetin Park (no pedestrian crossing and parking)

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**



Photo 4 – Pavement Condition (cracked and settled)



Photo 6 – Curb Settlement



Photo 7 – Non-existent Boulevard (pedestrian hazard)

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

Municipal State Aid Street

W 44th Street from Brookside Avenue to France Avenue is a Municipal State Aid Street (MSA) and is eligible to receive funding through the State gas tax. The purpose of this fund is to help local governments construct and maintain collector and arterial roadways. The State Aid office of Mn/DOT has established clearly defined design requirements for MSA streets.

Bicycle Accommodations

According to the City of Edina's Comprehensive Bicycle Transportation Plan, W 44th Street is currently a favored street for connection and movement to destinations outside of Edina and has been designated as a primary route for cyclists. The primary goal of the Bicycle Transportation Plan is to provide a safe and convenient bicycle transportation network. The report recommends that in the short and medium term, the City sign the bicycle route, repair curb-pavement joints, remove certain areas of on-street parking, and provide striping of bicycle lanes.

Edina Public Utilities

The City of Edina owns and maintains public utilities between Brookside Terrace and TH 100 and between Wooddale Avenue and France Avenue as described below:

Sanitary Sewer: The trunk sanitary sewer system is currently being evaluated and it is planned to televise the system to determine whether it is in satisfactory condition. The sanitary system along W 44th Street consists of 9-inch diameter clay pipe. Manhole inspections have been completed for the corridor. Historical records indicated that there have not been any sewer backups or blockages in the area.

Watermain: The existing watermain is a 6-inch unlined, cast iron pipe. The City has experienced relatively few watermain breaks or service calls for the area. The hydrants in the area are not standard City hydrants.

Storm Sewer: In general, west of Brook Avenue, storm water runoff is channeled along curb & gutter and road edges where it is captured in storm sewer catch basins and routed into Minnehaha Creek. East of Wooddale Avenue, storm water runoff is directed into an existing storm sewer system along W 44th Street which outlets into a small drainage pond south of the 44th Street Dental Office Building. Currently, the pond is functioning as a dry basin with no outlet to the pond.

Localized standing water has been identified at the intersections of W 44th Street and Thielen Avenue, Coolidge Avenue, and Dart Avenue. These problems occur because the existing storm sewer system is not adequate and in some areas the pavement and curb lines have settled causing depressions or catch pockets of water.

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

St. Louis Park Public Utilities

The City of St. Louis Park owns and maintains public utilities between TH 100 and Wooddale Avenue as described below:

Sanitary Sewer: The trunk sanitary sewer system is currently being evaluated to determine whether the system is in satisfactory condition. The sanitary sewer system along W 44th Street exists between Glen Place and Browndale Avenue and consists of 9-inch clay pipe.

Watermain: The existing watermain is a 6-inch unlined cast iron pipe. The City has experienced relatively few watermain breaks or service calls for the area with the exception of a watermain break at Browndale Avenue.

Storm Sewer: Storm water runoff between Coolidge Avenue and Dart Avenue is routed through the existing storm sewer to an existing outfall that is located in a drainage utility easement between the rear yards of House Nos. 4508 and 4504. The storm sewer outlets to an existing pond located in Browndale Park. The majority of the area drainage issues is due to the lack of curb & gutter between Browndale Avenue and Wooddale Avenue. Over time, storm water runoff has eroded the pavement subgrade and pavement edges to form settled pavement, depressions, and potholes.

Private Utilities

Private utilities extend within the roadway rights of way and consist of overhead electric and cable, and underground gas, telephone, cable, and fiber optics.

Street lighting consists of a mixture of light styles including standard “cobra head” lights and other overhead lights mounted on wood poles. Based on the surveys and comments made during the informational meetings, the amount of lighting varies across the project.

Landscaping

Some property owners have placed boulders or other obstructions within City right of way creating hazards along the roadway. These types of hazards and landscaping items are prohibited from being placed in the boulevard in accordance with Edina City Code 1200.02. Other typical items exist adjacent to the roadway such as retaining walls, decorative pavement driveways, landscaping, shrubs, trees, and fences.

**PROPOSED
IMPROVEMENTS:**

Roadway

The roadway between Brookside Terrace and Mackey Avenue is proposed to be milled and overlaid with a 2-inch bituminous section. The pavement surface is in relatively fair condition and a mill and overlay is the most cost-effective maintenance treatment at this time.

From Mackey Avenue to France Avenue, the pavement section is proposed to be completely reconstructed to the subgrade. In general, the roadway

Feasibility Study W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

width is proposed to match the existing widths. The proposed widths will vary along segments of the roadway throughout the corridor because of the constraints related to minimizing impacts to the trees. The proposed alignment and widths of the roadway will be designed to provide consistency and continuity along the corridor given the existing constraints and the need to minimize impacts. The existing and proposed street widths can be seen on Figure 2.

Existing (YELLOW) and Proposed (RED) Street Widths



Figure 2 – Existing and Proposed Street Widths

The curb & gutter is proposed to be replaced where deteriorated or where storm sewer is proposed to be installed. New curb & gutter is proposed to be constructed where it does not exist between Mackey Avenue to Wooddale Avenue. All driveway approaches will be reconstructed with the City standard driveway apron section.

On-street Parking

Several factors were considered when determining locations for on-street parking. These factors include:

- MSA design standards
- Existing street widths
- Resident input
- Sidewalk locations for access
- Existing side street locations that allow parking
- Number of properties on north vs. south side of roadway that would utilize parking
- Lot depths
- Existing parking locations

Figure 3 shows the proposed typical sections for the various segments on the roadway along with where parking is proposed to be allowed.

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

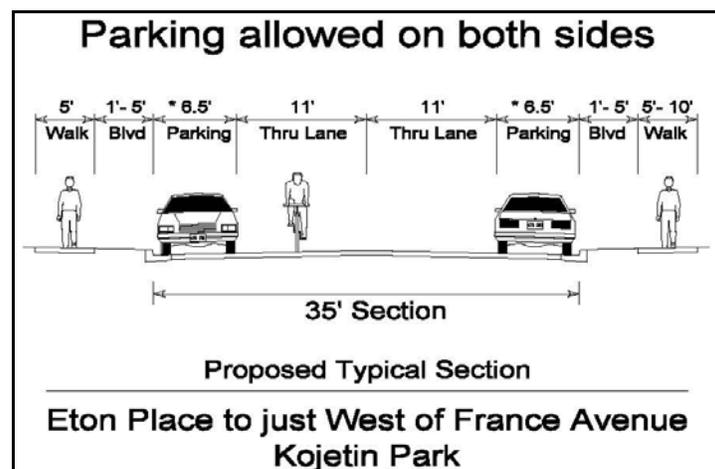
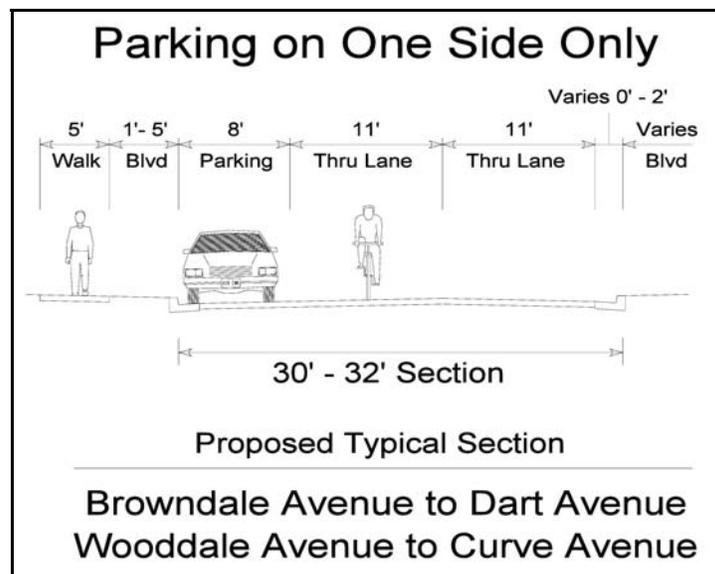
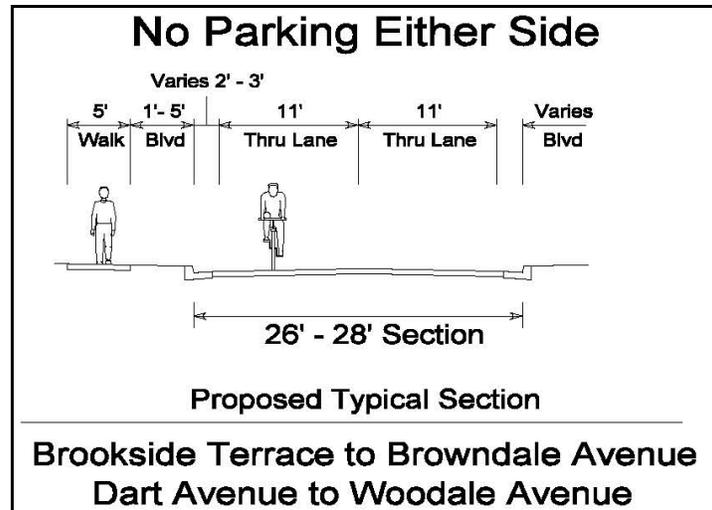


Figure 3 – Proposed Typical Sections

Figure 9 shows the entire proposed improvements for the project area.

Mn/DOT Variance

In order to provide parking on the roadway, a variance will be requested from the MSA design standards in locations where the proposed street widths do not meet standards. A minimum 32-foot street width is required to accommodate parking on one side of the roadway and a minimum 38-foot width is required to accommodate parking on both sides of the roadway.

Parking is not proposed on either side of W 44th Street between Brookside Terrace and Browndale Avenue due to the narrowness of the existing street, location of side streets for parking and input from the residents. Between Dart Avenue and Wooddale Avenue, the roadway is very narrow and lined with large trees. Widening of the roadway in this section is not recommended due to the impacts of the trees, therefore parking is not proposed in this area.

Between Browndale Avenue and Dart Avenue and between Wooddale Avenue and Curve Avenue, it is proposed to reconstruct the roadway to a 30 to 32-foot width. This area will match the existing roadway width with parking restricted to one side of the roadway. This will require a variance request of 2-feet for the shoulder on the non-parking side of the roadway where the roadway is proposed to be 30-feet wide.

It is also proposed to reconstruct the roadway from Eton place to France Avenue at its existing width of 35 feet, with parking on both sides of the roadway. This will require a variance request of 1.5 feet for each parking lane for a total of 3 feet. Staff received input from residents regarding the effectiveness of the existing two-hour parking restrictions in this area and is evaluating options to address this problem.

Figure 4 identifies the areas where a variance is proposed to be requested.



Feasibility Study W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

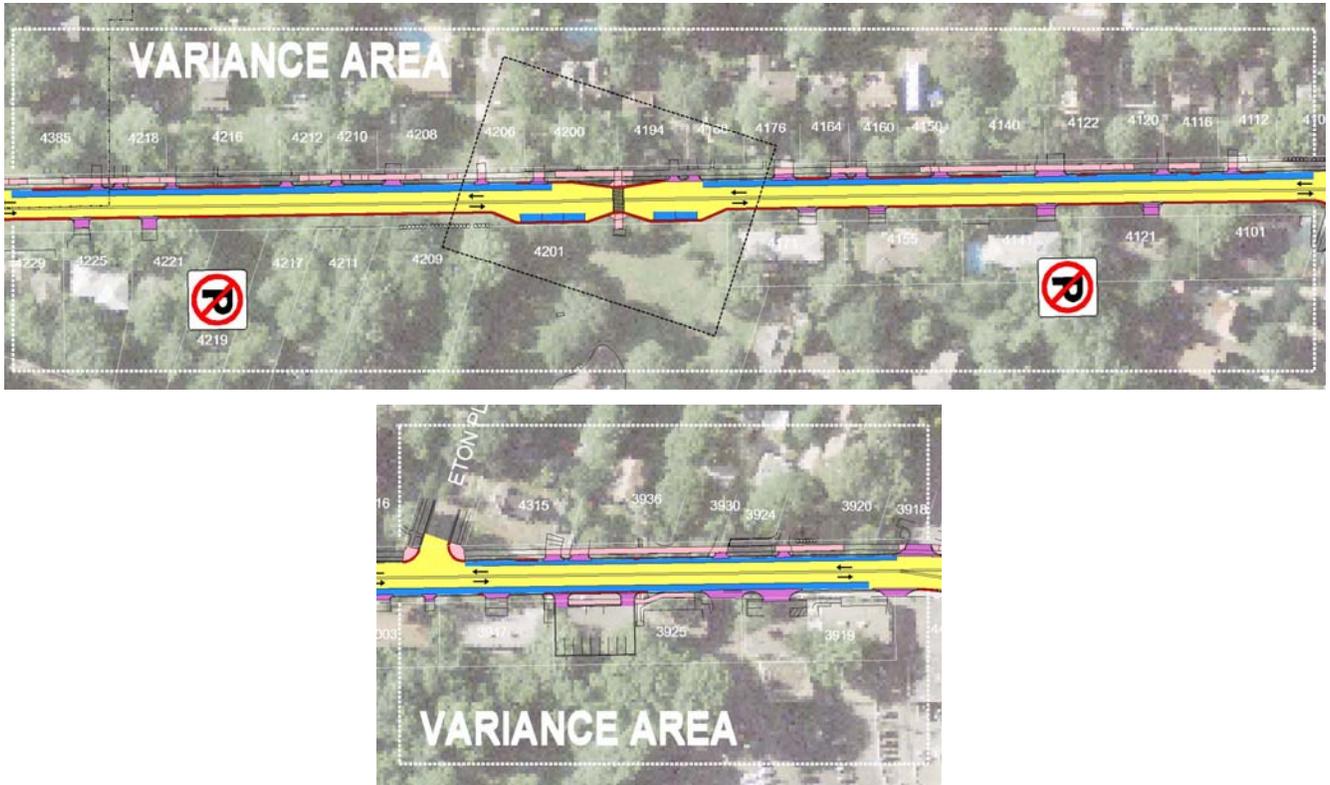


Figure 4 – Proposed Variance Areas

Staff plans to submit a variance request to MnDOT. The next variance meeting will be held in March. A resolution will be included in the staff report for the February 1, 2011 public hearing requesting the variance. If the variance is not approved, staff will regroup with the residents to review the options to move forward with the project.

Traffic Management/Traffic Calming Techniques

The existing average daily traffic volume for the corridor is 3,620 vehicles. The average speed over the last 5 years along the corridor was 31.5 mph based on City-collected data. The posted speed limit is 30 mph. Several residents commented on the high speeds along the roadway. While enforcement is critical in addressing speeding issues, traffic calming techniques, as listed below, were incorporated in the project design.

- Narrow (11-foot) driving lanes
- Pedestrian crossing and “bumpouts” at Kojetin Park
- Additional boulevard trees
- Intersection improvements at Browndale Avenue
- Lane striping
- Improve location/visibility of signage
- Crosswalks at intersections

In addition, lane designations at the intersection of France Avenue are proposed as shown on Figure 5 and were recommended in the Northeast

Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

Edina Transportation Study. These improvements include providing lane striping for a dedicated left turn lane and a thru-right turn lane at the east and westbound approaches to France Avenue. The striping modifications will result in a loss of three parking spaces on each side of W 44th Street on the west side of France Avenue.

Modifications to the signal system will need to be incorporated with the project to accommodate the proposed lane designations. The City of Minneapolis would be responsible for the lane striping and will be requested to contribute a share of the signal modifications for the westbound approach.

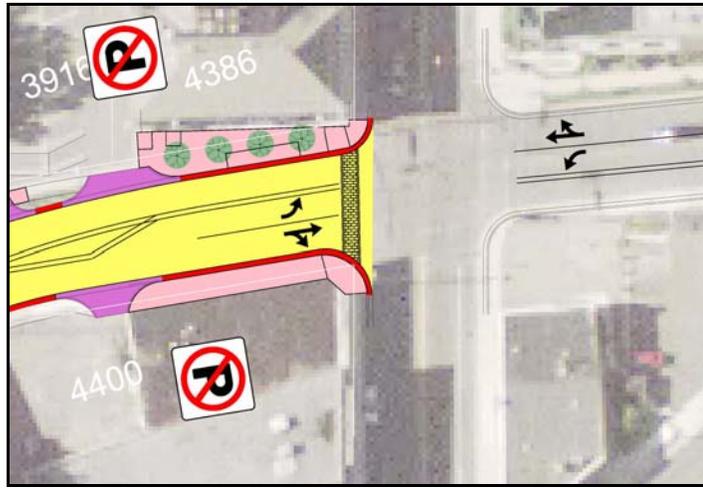


Figure 5 – France Avenue Intersection

It is proposed to install landscaping improvements along the sidewalk at the northwest corner of W 44th Street and France Avenue. This will provide separation for pedestrians and aesthetic improvements as the sidewalk is relatively wide in that area.

Kojetin Park Access: A mid-block pedestrian crossing (“bumpout”) for Kojetin Park is proposed to provide improved access to the park from the existing sidewalk along the north side of W 44th Street. This crossing was identified in the Northeast Edina Transportation Study. Parking bays are proposed on the south side of the roadway within the Park property, accommodating approximately five spaces. The parking bays and crossing will allow for the roadway to be narrowed at the crossing with the intent to encourage drivers to slow down between Wooddale Avenue and Grimes Avenue, which was a concern for many residents in that area. The pedestrian crossing will be clearly delineated with an inlaid plastic material that sits just below the top of the pavement surface. Figure 6 below illustrates the proposed parking and pedestrian improvements at Kojetin Park.

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**



Figure 6 – Kojetin Park (parking and pedestrian improvements)

Bicycle Accommodations

The average daily bicycle count on W 44th Street based on City-collected data was approximately 26 bicyclists. Bicycle accommodations are proposed utilizing a bicycle symbol (“sharrow”). The City of Minneapolis has implemented this type of bicycle symbol on Bryant Avenue and has had success with this type of application. A dedicated, separate bike lane cannot be provided within the roadway due to the narrowness and constraints with widening the roadway. Therefore, the “sharrow” would be placed within the through lane and share the road signs would be proposed to be installed. Figure 7 below is visual concept of the before and after constructed roadway and bike accommodations. Figure 8 shows a detail of the proposed striping and signage.



Figure 7 – Before and After Bike Accommodations

**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

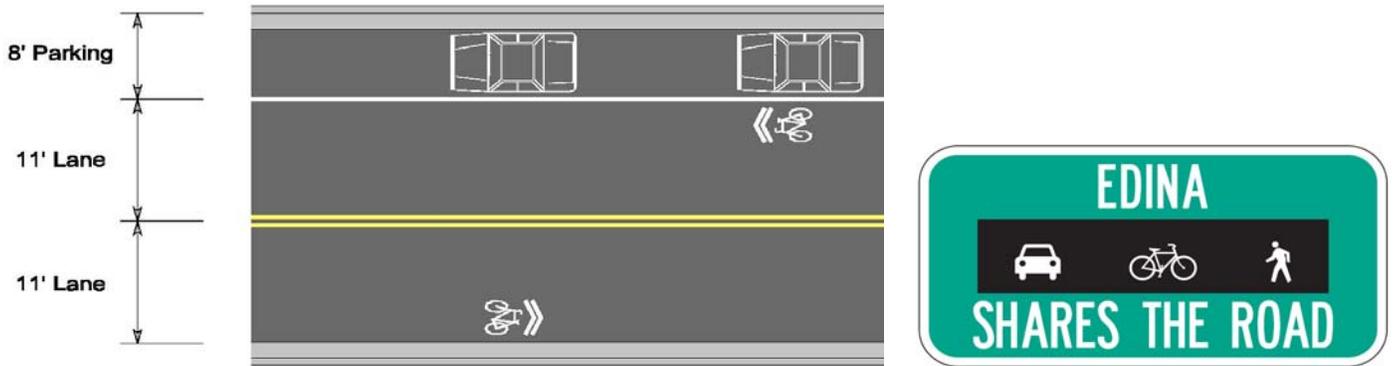


Figure 8 – Bike Lane Details

Edina Public Utilities

Sanitary Sewer: City staff is currently evaluating the sanitary sewer pipe system. Manhole repair work has been identified and is proposed to be completed with the project.

Watermain: Based on the City’s Comprehensive Water Management Plan, the 6-inch watermain between Grimes and Wooddale will need to be upsized to provide for fire protection flows in the neighborhood. In order to upsize the line, the watermain is proposed to be “burst” with a new 8-inch HDPE watermain. Water services within this area will be replaced from the main in the street to the property line, where the curb stop will be replaced. A temporary water system will be in place during this work.

In order to provide for future emergency management of the water distribution system, an interconnecting pipe to St. Louis Park’s watermain at Wooddale Avenue will be provided to ensure that if the City was to have a water supply problem, they could “quick” connect to an adjacent City’s watermain to provide for a temporary water distribution and vice versa.

Hydrants within the project area will be replaced with City standard hydrants.

Storm Sewer: The existing storm sewer is proposed to be replaced to meet the capacity needs based on the City of Edina’s Stormwater Management Plan and MSA standards. Additional storm sewer piping and catch basins will address the drainage issues within the roadway. The localized depressions and settled curb lines will be improved as part of the street reconstruction.

New storm pipe is proposed to be constructed from Coolidge Avenue to Dart Avenue to convey the runoff from the low area at Coolidge Avenue.

Storm water treatment structures are proposed to treat storm water runoff from the project area prior to discharging to the pond at Browndale Park and the pond behind the dentist office.

In addition, sump pump drains and foundation and roof drain lines will be accommodated with the storm sewer system for residents that identified this in the questionnaires that were submitted for the project.

Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

St. Louis Park Public Utilities

Sanitary Sewer: City of St. Louis Park staff is currently evaluating the sanitary sewer system to be included with the project.

Watermain: City of St. Louis Park staff is currently evaluating the watermain system to be included with the project.

Storm Sewer: The existing storm sewer is proposed to be replaced to meet the capacity needs based on the City of St. Louis Park's Stormwater Management Plan and MSA standards. The localized depressions and settled pavement area will be improved as part of the street reconstruction. City staff is evaluating the outfall located between House No. 4508 and 4504, west of Glen Place as it may be in need of repair.

Other Improvements

In addition to the proposed improvement discussed above several other improvements are being proposed with the project. These include:

Sidewalks: Segments of the sidewalk will be replaced where they are structurally deteriorating or are trip hazards (more than a 1-inch settlement). The sidewalk will be widened to the City minimum standard width of 5-feet in areas where it does not currently meet that standard. Where the sidewalk is located adjacent to the curb with no boulevard present, it is proposed to replace the sidewalk with the City standard 1 to 2-foot concrete exposed aggregate buffer. This buffer will provide separation from the street in order to promote safety throughout the corridor.

All sidewalks that are replaced will be constructed generally at the same location as they are today. Exceptions to this are: where the sidewalk wraps around the backside of a tree located at House No. 4504, west of Browndale Avenue; where the sidewalk is proposed to be widened to allow for a 5-foot wide pathway and minimum of 1-foot wide boulevard; and along Wooddale Avenue, south of W 44th Street to provide a consistent boulevard width. It is also proposed to extend sidewalks on either side of Mackey Avenue from where they currently terminate, north to the intersection at W 44th Street.

All pedestrian crossings will be marked with in-laid pavement brick patterned pavement markings similar to other new crossings in the City of Edina.

Pedestrian Curb Ramps: All of the pedestrian curb ramps will be reconstructed to meet the current design standards as dictated by MSA and ADA.

Private Utilities: It is anticipated that CenterPoint Energy will need to relocate their lines as they are currently within the roadway. The new gas main will most likely be relocated to the north side of the roadway under the sidewalk. The new gas main will be directional drilled with minimal open excavations.

Xcel Energy was contacted to obtain estimated costs to bury the existing overhead lines and individual services. Xcel estimated this cost to be

Feasibility Study W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

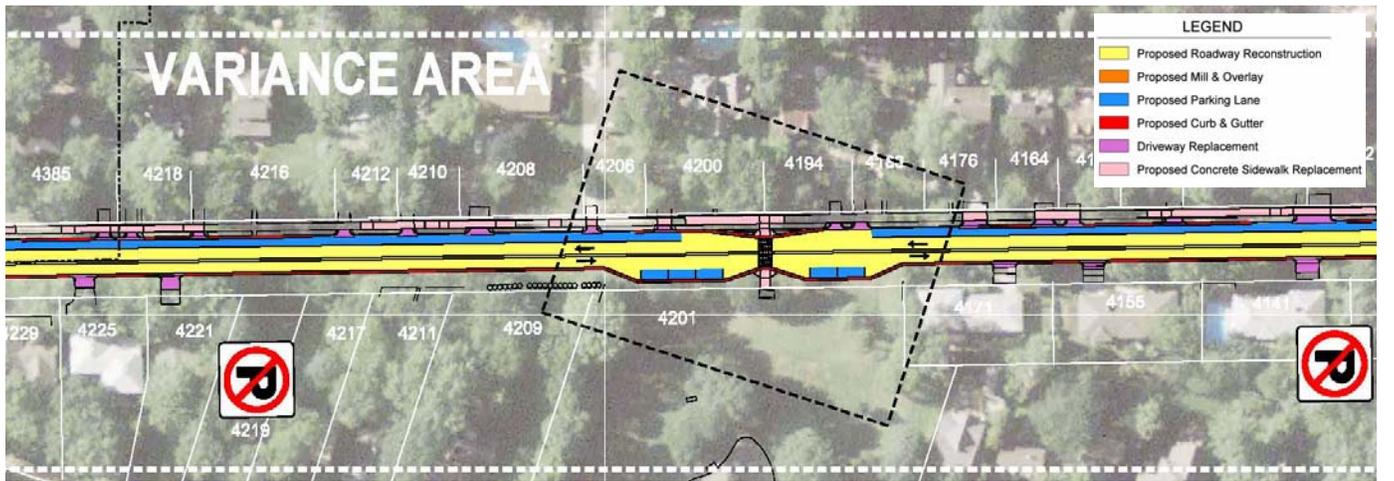
between \$6,000 and \$8,000 per property. The cost would be 100% directly funded by the property owners if requested.

Other minor adjustments may be required to the existing private utilities prior to and or during construction.

Street Lighting: A slight majority of the residents that returned the questionnaire were not in favor of adding decorative lighting. Xcel Energy has indicated that they will upgrade the current street lights with the “cobra cutoff” light style to provide improved direction of lighting.



Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE



**Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE**

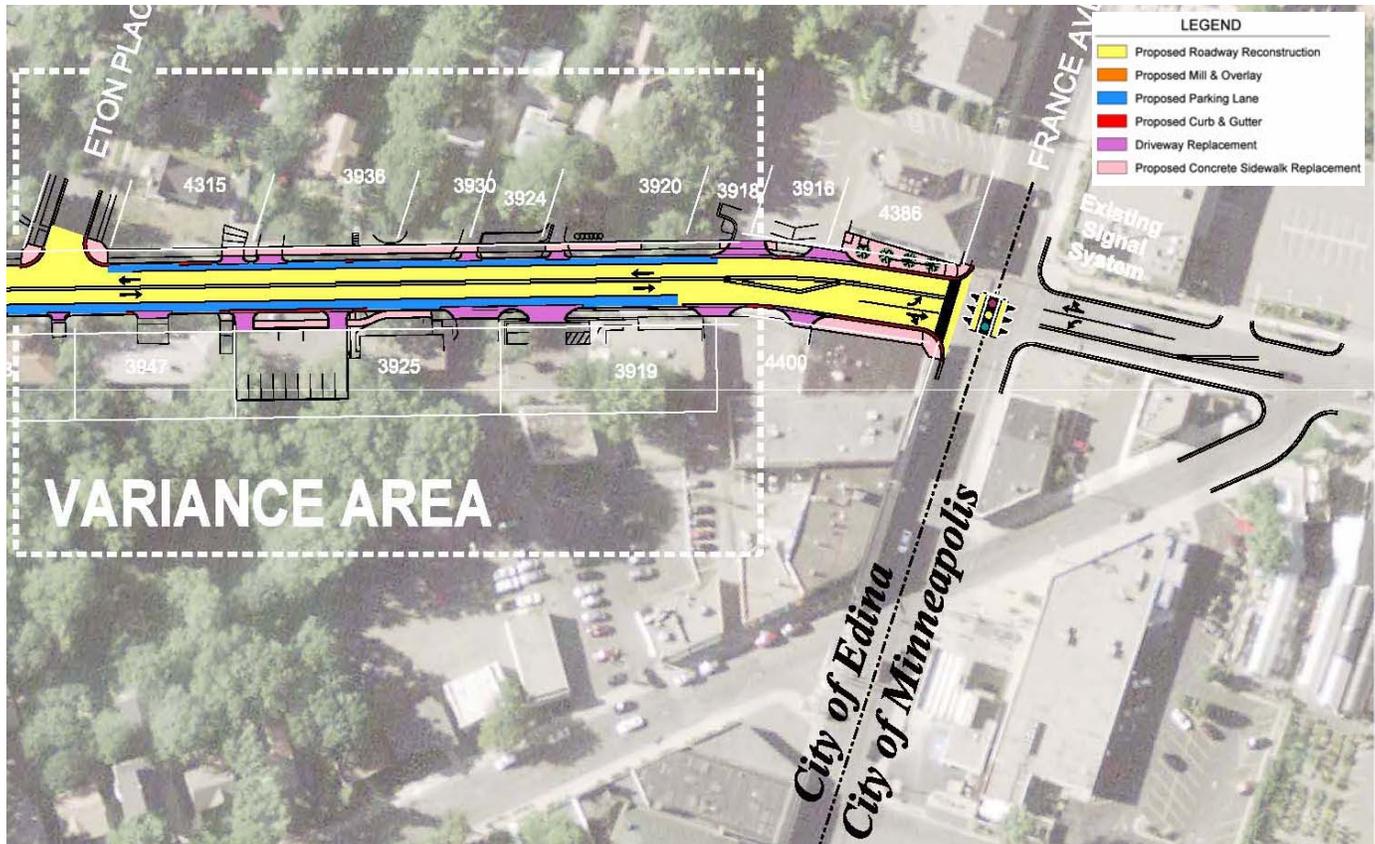


Figure 9 - Proposed Project Layout

**RIGHT OF WAY
& EASEMENTS:**

No additional right of way and/or easements will be required from adjacent property.

PROJECT COSTS:

The total estimated project cost is \$2,600,900. The total estimated cost includes a 10% construction contingency and 22% for engineering, administration, and financing. Funding for the entire project will be through a combination of special assessments and Municipal State Aid funds. A breakdown of costs is outlined in the table on the following page.

Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

Estimated Project Costs				
Item	Total Project Costs	City of Edina	City of St. Louis Park	City of Minneapolis
Mill & Overlay	\$106,000	\$106,000	\$0	\$0
Reconstruction	\$987,300	\$856,000	\$127,000	\$4,300
Utility Improvements	\$789,000	\$690,000	\$99,000	\$0
Traffic Signals	\$50,000	\$50,000	\$0	\$0
Contingency (10 %)	\$195,500	\$172,000	\$23,000	\$500
Total Construction Cost	\$2,127,800	\$1,874,000	\$249,000	\$4,800
Indirect Costs (22 %)	\$473,100	\$417,000	\$55,000	\$1,100
Total Project Cost	\$2,600,900	\$2,291,000	\$304,000	\$5,900

ASSESSMENTS:

City of Edina Assessments

A special assessment of \$230,000 or approximately \$2,151 per REU is proposed for this project for properties within the City of Edina. The assessments will be levied against the benefitting adjacent properties, see attached preliminary assessment role in the Appendix. The methodology used for these assessments are based on the City Council adopted State Aid Assessment Policy, see Appendix. Per the policy, assessments will be levied based on a Residential Equivalent Unit (REU) from a total of 20% of the street construction project cost (excluding curb & gutter and all utility work) with the remaining 80% being funded through Municipal State Aid (monies appropriated through the gas tax fund). The methodologies for calculating the REUs for properties other than one REU are described below:

Park Property:

Kojetin Park:

9 REUs = Layout of park property with similar size lots in neighborhood: (9 lots total) / (1 potential access)

Residential Corner Lots:

4393 Mackey Ave, 4392 Brook Ave, 4750 Brooke Ave, 4390 Coolidge Ave, 4315 Eton Pl

0.33 REU = (1 unit) x (1/3 side yard)

Residential Duplexes:

4005, 4001, 3945 West 44th Street:

1.6 REU = (2 units) x (0.8 from chart in the appendix)

Feasibility Study
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE

Commercial Properties:

3919 West 44th Street:

5.44 REU = (3,624 sf / 1000 sf) x (1.5 from chart) / (1 accesses) X (1 access on W 44th St)

3925 West 44th Street:

3.32 REU = (2,215 sf / 1000 sf) x (1.5 from chart) / (3 accesses) X (3 accesses on W 44th St)

4386 France Avenue:

10.68 REU = (10,683 sf / 1000 sf) x (1.5 from chart) / (3 accesses) X (2 accesses on W 44th St)

4400 France Avenue:

3.00 REU = (4005 sf / 1000 sf) x (1.5 from chart) / (2 accesses) X (1 access on W 44th St)

A map showing the preliminary assessable units is included in the Appendix.

City of St. Louis Park Assessments

Based on the City of St. Louis Park's special assessment policy, residents will not be assessed if Municipal State Aid funds are granted for the project. Since the project is proposed to be funded through Municipal State Aid, given that the variance is approved, no assessments are planned for St. Louis Park residents.

If the variance is not approved and a decision is made to continue moving forward with the project, then the City of St. Louis Park would specially assess the benefitting properties in accordance with the City's special assessment policy.

FEASIBILITY: The proposed improvements as outlined in this study are found to be necessary, cost effective, and feasible from an engineering standpoint.

PROJECT SCHEDULE: The following schedule is feasible from an engineering standpoint:

City Council orders the Public Hearing	December 28, 2010
Feasibility Report accepted by City Council	January 18, 2011
City Council Conducts Public hearing and Orders Project	February 1, 2011
Variance hearing	March, 2011
City Council and Mn/DOT approve Plans and Specifications.....	May, 2011
Receive bids	May, 2011
Award contract.....	June, 2011
Begin construction.....	June, 2011
Complete construction.....	Fall, 2011
Assessment hearing	Fall, 2012



FEASIBILITY STUDY – BA 383
ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
W 44TH STREET – BROOKSIDE TERRACE to FRANCE AVENUE
January 04, 2011

Appendix
Table of Contents

- Appendix A – Catalpa Tree Project Documentation
- Appendix B – Property Owner Questionnaires
Informational Meeting Letters
Information Meeting PowerPoint Presentations
Attendance List and Comments
Project Comments and Letters Received
- Appendix C – Edina Comprehensive Plan Elements
- Appendix D – Assessment Policies and Preliminary
Assessment Roll

**Appendix A
Catalpa Tree
Project Documentation**

B. Baird House Tour

Planner Repya explained that Brad and Arlene Forrest had originally invited the Board to tour their home last winter, however, due to scheduling conflicts, the tour was postponed. Since then, it has been decided that with May being Preservation Month, it would be a perfect time for the tour. That being the case, the Forrests are looking forward to welcoming the Board to their home before the regular May meeting on May 10th at 6:00 p.m. Board members marked their calendars and expressed their delight in the upcoming tour. No formal action was taken.

IV. OTHER BUSINESS:

A. Historic Site Location Map - Discussion

For the benefit of the four new members to the Heritage Preservation Board, Consultant Vogel reviewed the landmark designated properties in the City. He explained that the map will assist the Board in keeping track of projects within the city. Mr. Vogel also explained that when the city code was updated in 2002, it was designed to handle up to 50 designated properties, with a projected pace of adding 2 new designations per year (there are currently 5 individually designated properties and one district designation).

Board members reviewed the map, asking for clarification on some of the designations. No formal action was taken.

B. Preservation of Historic Catalpa Trees / Rare Boulevard Trees - Discussion

Consultant Vogel explained that interest has been expressed regarding protection of the Catalpa trees lining W. 44th Street between Browndale Avenue and Wooddale Avenue. He pointed out that these trees are historically significant because Jonathan Grimes who as a nurseryman and President of the Minnesota Horticultural Society brought the Catalpa tree to Minnesota in the 1850's. Apparently, Mr. Grimes had admired the Catalpa as a beautiful, tall, fast growing boulevard tree when visiting Cincinnati. In addition to the trees planted along W. 44th Street, the Minneapolis Park Board also planted 50,000 of the trees throughout the city. In keeping with his interest in the Catalpa, Mr. Grimes wrote several articles touting its merits, which were published in the MN Horticultural Society's bulletins.

Mr. Vogel explained that there is a place within Edina's preservation code to designate living things if they are deemed historically significant. Because the Catalpa's are on the City right-of-way, the designation would not be unlike the Cahill School and Grange Hall, which are City owned.

Board members asked if Mr. Vogel was looking for a motion favoring designation. He explained that he wanted to go on record identifying the Catalpa as potential for designation. However, before further action is taken, he would recommend that a comprehensive survey of the City be undertaken to identify other trees that might qualify for historic designation. Planner Repya suggested that Mr. Vogel meet with the City Forester, Tom Horwath. She pointed out that Mr. Horwath has worked for the City for a long time and is very well acquainted with the City's tree stock. Mr. Vogel agreed that would be an excellent idea. No formal action was taken.

C. Highway 100/Minnehaha Creek Sound wall – Project Update

Consultant Vogel reminded the Board that the Minnesota Department of Transportation was considering the Board's request to revise the sound-wall over Minnehaha Creek to provide a more aesthetically pleasing structure from the creek side. He explained that he has not seen a final plan, but feels confident that some measures will be taken to "soften" the impact. Planner Repya offered to check with Engineer, Wayne Houle to see where the potential revision plans stood. No formal action was taken.

D. 50th Anniversary of Southdale Mall – October 8, 1956

Consultant Vogel noted that the 50th anniversary of the Southdale Mall is coming up in October of 2006. He indicated it would be a good idea for the Heritage Preservation Board to work on some sort of commemoration, (perhaps in conjunction with the Edina Historical Society) to recognize this important date in the City's history. Board members agreed that would be an important item to include in future work plans. No formal action was taken.

E. Comprehensive Preservation Plan - Update

As a means of bringing the new members up to speed regarding the Comprehensive Plan the Board has been working on, Mr. Vogel explained that thus far, the Board has completed the Mission Statement and Vision for the plan. Due to the large turnover in membership, the project was put on hold to allow the new members to gain some knowledge and history about City's preservation activities. He pointed out that the Plan will be a policy manual to guide decision making for the Board and City Council as well as to maintain an institutional memory.

Board members were presented copies of the executive summary of the City's Vision 20/20 plan. Mr. Vogel pointed out that the preservation plan will serve the HPB, setting out goals, objectives and policies for preservation, much like the Vision 20/20 plan serves to guide decisions impacting the City's future.

Board members appreciated receiving copies of Vision 20/20, pointing out that the preservation plan should dovetail with this document as well as the City's Comprehensive Plan. No formal action was taken.

Appendix B
Property Owner Questionnaires
Informational Meeting Letters
Information Meeting PowerPoint Presentations
Attendance List and Comments
Project Comments and Letters Received



November 16, 2010

City of Edina

RE: West 44th Street Reconstruction – Resident Questionnaire

Dear Resident:

The City of Edina and the City of St. Louis Park have initiated the process of roadway and utility improvements for the summer of 2011 for your neighborhood. The first step was to hold an open house on October 28, 2010, for you to become familiar with the street reconstruction process. A second meeting will be held on December 8, 2010, where preliminary design drawings of the roadway and a typical estimated assessment amount will be presented. You will receive a separate notice by mail for this meeting.

The next step is to get feedback from you regarding a number of key components of the project. The information you share with us is essential in determining certain aspects of the project that may be constructed. Please read the information below before you complete the questionnaire.

Things to know and consider:

- Residents in Edina pay a portion of the overall project cost in the form of a special assessment. West 44th Street is a Municipal State Aid route, in which both Cities are eligible to receive funding from Mn/DOT for the street improvements as long as it meets their design standards. The City of Edina's assessment policy identifies that 20% of the street improvement costs for the project are specially assessed to the adjacent benefitting properties. Special assessments are based on a Residential Equivalent Unit (REU) or, per property, and are payable over 10 years.

Residents in St. Louis Park will not be specially assessed unless the project does not meet Mn/DOT design standards and funding is not received from Mn/DOT.

The estimated special assessment for your neighborhood will not be determined until after information has been gathered from the questionnaires and a feasibility report is completed, which is planned to be complete in January 2011. An estimated range of the assessment amount will be provided to you at the December 8 informational meeting. If the project is completed during the summer of 2011, the special assessment for your property will not be levied until fall 2012.

- Special assessments for roadway projects in the City of Edina typically fund roadways, sidewalks, and street lights. Other utility upgrades such as water

City Hall

4801 WEST 50TH STREET
EDINA, MINNESOTA, 55424-1394

www.cityofedina.com

952-927-8861

FAX 952-826-0390
TTY 952-826-0379

main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not special assessed.

- Construction typically starts in spring/early summer and end in late fall of the same year.

Questionnaire:

The following information explains the questionnaire that is enclosed. A map showing the boundaries of the area to be reconstructed is attached to this letter. After reading this letter completely, please complete the questionnaire and return by November 30, 2010, in the self-addressed stamped envelope.

I. Drainage Service Connection

Do you use a sump pump or have you considered installing one? Do you currently have a footing drain? The project could include a sump drain system along the roadway to collect groundwater, storm water runoff, and discharges from private sump pumps, roof drains or any other runoff from private property.

A typical sump pump discharges onto a homeowner's lawn. This can cause problems with your lawn, your neighbor's lawn, your basement if your lawn drains back to your home or with the street if the sump pump constantly runs down the gutter line promoting algae growth. Discharging the sump pump into the sanitary sewer system such as floor drains or laundry tubs is against the law, both City Ordinance and State Statute.

If the topography and final street designs favor a City sump drain system, we will need to know if you currently have a sump pump or a footing drain. The line from the home to the City sump drain system would be your responsibility including any plumbing modifications needed to connect your sump pump. The City of Edina's sump drain system is funded through the storm sewer utility fund.

We also would like to know about any local drainage problems. This might be an opportunity for the sump drain system to correct these issues.

II. Local Drainage Problems

Does storm water run-off stand in the street or sidewalk in front of your house? As part of the storm sewer and sump drain design process, we would like to know if this or similar situations are occurring in your area. If so, please describe it in the local drainage problems section of the questionnaire. We will review them for possible corrective action.

III. Residential Streetlights

As part of all reconstruction projects, staff typically asks if residents favor upgrading their streetlight system. In some cases, the streetlight system is at the end of its useful life and requires upgrading. We do not know yet the condition of your specific streetlight system; an evaluation will be done later. For the City of Edina, funding for

streetlights are currently through special assessment. The City of St. Louis Park will also special assess street lighting upgrades as well.

In the residential streetlight option section of the questionnaire, are examples of the different styles of street lighting that could be installed in your neighborhood. Please rank your style preferences. Please note that ranking your style preferences does not mean you are in favor of streetlights.

IV. Private Underground Utilities

Some residents install private underground utilities in the City-owned boulevards, also called the right-of-way (ROW). These utilities are usually lawn irrigation or pet containment systems. Utility and roadway reconstruction can damage these utilities. If they are damaged, they will be restored only if you indicate that you have these systems on your returned questionnaire in the private underground utilities section. Additionally, if the contractor knows the location of these private utilities, they can attempt to avoid damaging them during construction.

V. Pedestrian Issues

If you know of a problem at a pedestrian crossing, missing sidewalk, or other pedestrian issues, please tell us about it in that section of the questionnaire.

VI. Traffic Management

The Edina Transportation Commission typically reviews traffic issues on local streets. We would like to know if you feel that your roadway has any traffic issues. Please tell us about it in the traffic management section of the questionnaire.

VII. On-street Parking

Currently, there are no restrictions for on-street parking on West 44th Street in the residential areas and vehicles can park on both sides of the street. In order to meet Mn/DOT design standards, the roadway must be minimum 32-feet wide in order to have parking on one side of the street. The existing street widths are generally 27 to 32 feet wide within the residential areas of the roadway corridor. The City plans to apply for a variance from Mn/DOT to reconstruct the roadway to a width less than 32 feet in order to minimize disruption to the trees that exist along the edges of the street and to allow parking on one side of the street. There are several factors that determine what side of the street parking will be allowed on. We are looking for feedback in the questionnaire on your feeling on how important it is to have parking in front of your home or property.

Receive Project Updates via the City Extra

If you sign up for our "City Extra" e-mail notification service, you will receive project updates as they occur. During this stage of the project, such updates are usually notifications of upcoming meetings. Later, if the Council chooses to proceed with construction of this project, the updates will occur weekly. During construction, the updates will include information such as when access to your driveway might be limited or when to have your

contractor repair your private lawn irrigation system if it was damaged by construction activities.

The City Extra service is free and allows you to sign up to receive messages from the City regarding this project, and any other project of interest. To sign up for the service, go to the City Extra website at <http://cityextra.cityofedina.com>. Follow the instructions to sign up and then select "44th Street – Minnesota Highway 100 to France Avenue" from the list of projects under Public Works. Any information you provide will be confidential and only specific information you request will be sent to you. Your subscriptions are protected by your own personal password.

If you do not have access to email or the internet, please call me at 952-826-0371, and I will have hard copy of correspondences sent to you.

Questions

If you have questions after reading this letter, please feel free to call Shibani Bisson with WSB & Associates, Inc. at 763-287-7162 or myself at 952-826-0371.

Sincerely,



Wayne D. Houle, P.E.
Director of Public Works/City Engineer

Enclosures: Map
Questionnaire
Self-Addressed Envelope

cc: City of St. Louis Park – Engineering Department



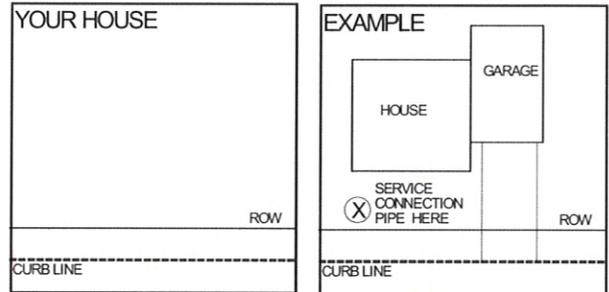
Please read the enclosed cover letter first and then complete the survey. Please return this survey by **November 30, 2010**, using the self-addressed, stamped envelope.

I. Drainage Service Connection:

- A. Does your home have a drain tile/footing drain?
B. Does your home have a sump pump?
C. Would you be willing to connect your sump pump to a City drain, if provided (at your own cost)?
D. Would you be willing to connect your roof drains to a City drain, if provided (at your own cost)?

Please sketch in the space to the right: your house, garage, driveway, sump pump discharge location, and approximately where along the right-of-way (ROW) line you would like the service connection pipe located.

If you do not fill out this information, the City cannot guarantee that a City drain will be provided to your property with the construction project.



II. Local Drainage Problems – please list specific surface water drainage problems in your neighborhood:

Blank lines for listing drainage problems.

III. Residential Streetlights:

- A. Do you favor upgrading your streetlights (there would be a special assessment cost to your property)?
B. If the streetlights are upgraded, which style do you prefer? Please rank all the styles from 1 to 5, with 5 being most liked.

Acorn:

Style can be viewed along Concord Ave. from Valley View Rd. to South View Ln, Edina.

Dislike 1 2 3 4 5 Like



Arlington Lantern:

Style can be viewed in the Country Club neighborhood, just north of West 50th St. along Wooddale Ave., Edina.

Dislike 1 2 3 4 5 Like



Coach:

Style can be viewed in the Sunnyslope neighborhood, just north of Edina City Hall, Edina.

Dislike 1 2 3 4 5 Like



Round Lantern:

Style can be viewed at County Road 101 and W 78th St North, Maple Grove.

Dislike 1 2 3 4 5 Like





PROPERTY OWNER QUESTIONNAIRE

November 16, 2010

West 44th Street Reconstruction • City of Edina • City of St. Louis Park

IV. Private Underground Utilities:

- A. Do you have an underground lawn irrigation system in the City's right of way? (The right of way varies between 5' to 15' behind the roadway.) Yes No
- B. Do you have an underground electric pet containment system in the City's right of way? Yes No

If you have these systems and do not check Yes, the City cannot guarantee that these systems will be repaired or replaced with the construction project and would therefore be repaired at your cost.

V. Pedestrian Issues:

- A. Please list any specific neighborhood pedestrian issues below.

VI. Traffic Management:

- A. Do you feel your neighborhood or roadway has any traffic issues? Yes No
- B. If yes, what is it and where does it occur?

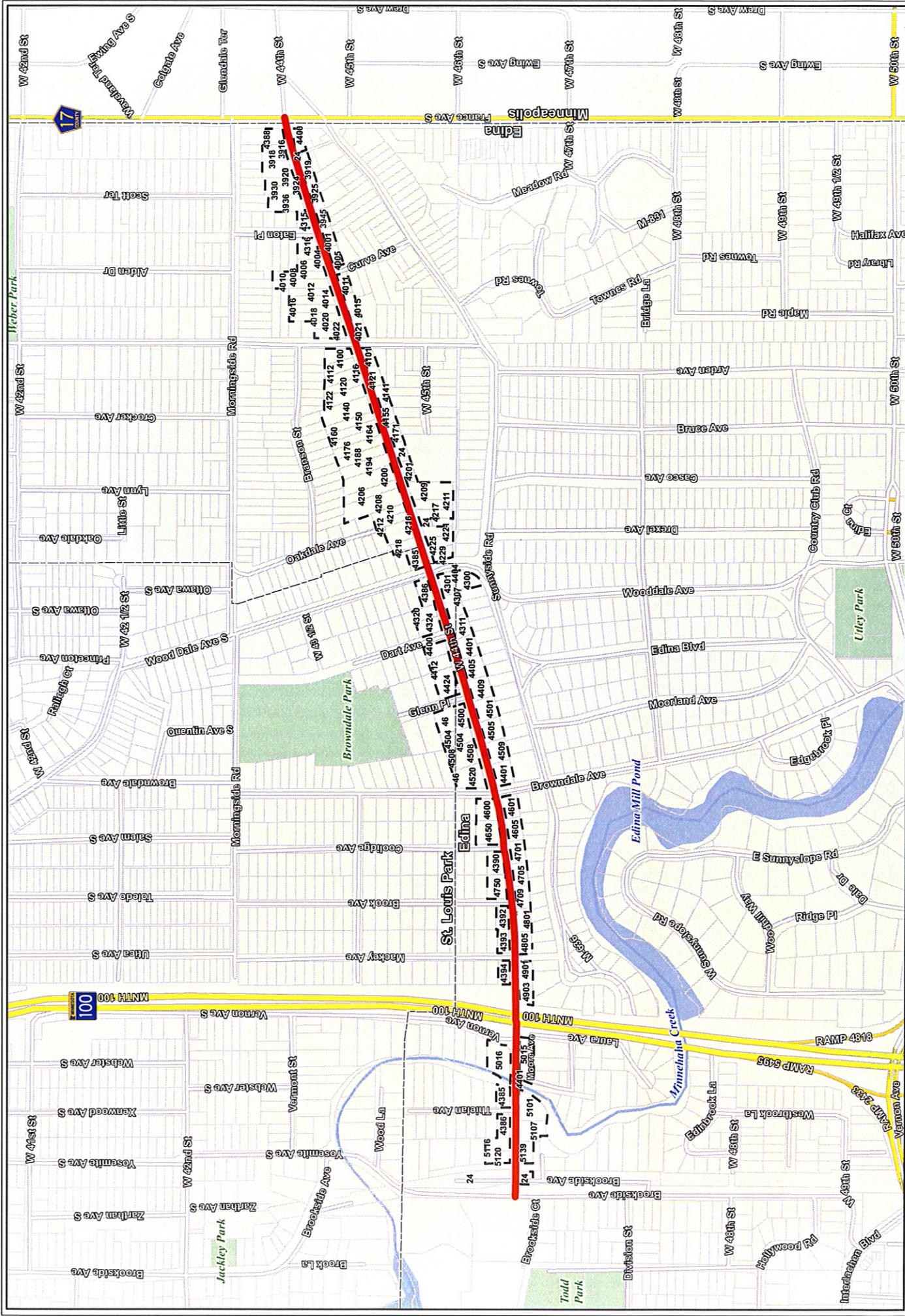
VII. On-street Parking:

- A. Parking will be allowed on one side of the roadway, and may vary from side to side. How important is it to have parking in front of your home or property? Not Important Important

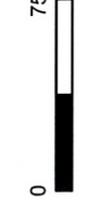
1 2 3 4 5

VIII. Other Comments:

Thank you for taking time to complete this survey. Your feedback is important to us to make this project a success. Please complete all questions and return this questionnaire in the enclosed self-addressed, stamped envelope by **November 30, 2010**.



File: K:\01666-7\GIS\MapAddress_map.mxd, Nov 15, 2010 11:18:26 AM



W 44th St Improvements

City of Edina & City of St. Louis Park

Legend

- █ Project Location
- Properties Adjacent to Project



Data Entered By: S. Montague
 Last Date Data Entered: 6-Dec-10
 Due Date: November 30, 2010
 Questionnaires Sent Out: 106
 Questionnaires Returned: 60
 Percent Returned: 57%
 Data Checked By/Date: C. Hartzell

ADDRESS	Returned Survey	I. Drainage Service Connection									II. Local Drainage Problems	III. Residential Street Lights					IV. Private Underground Utilities				V. Pedestrian Issues	VI. Traffic Management			VII. On-Street Parking	VIII. Other Comments	Contact		
		Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		List Local Drainage Problems Explain	Favor Upgrading Street Lights		Preferred Styles - Like=5, Dislike=1				Irrigation sys. in r/w		Pet containment system		Neighborhood Traffic Issues?		If yes, what and where?	Important=5, Not Important=1			
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No		Yes	No	Acorn	Arlington Lantern	Coach	Round Lantern	Yes	No	Yes	No	Yes	No					
3924 44th Street West	1		1			1								1	1	2	4	5						1		8 - 9 a.m. 5 - 6 p.m.	1		
3930 44th Street West	1		1											1	1	5	1	1						1		Along 44th Street from France Avenue - westward until next stop sign: vehicles cruise too fast	1		In fact, parking on the north side of 44th Street becomes a safety issue as it is really difficult to see oncoming traffic while backing out from our driveway. We live near Blooma & dentist office which have many people park near/in front of our house.
3936 44th Street West	1		1							Shouldn't we be reducing runoff with water gardens, etc? Ponding on sidewalk and in gutter, poorly sloped.													1		High pedestrian usage on 44th Street near France. Need sidewalk on south side as well as north.	3		Biking - this is a major bike route, and yet is difficult to safely bike on.	
4006 44th Street West	1		1											1	3	5	2	1					1		With no sidewalk on south side, we see many pedestrians cross the street in front of our house at Curve Ave., which is a dangerous intersection (see below). A sidewalk on south side, plus marked crosswalks, would alleviate this.	2			
4008 44th Street West	1			1						44th and Curve Avenue on the Curve Avenue side of the intersection.				1	3	3	3	5					1			Speeding mostly at night	1		
4010 44th Street West	1	1								None				1	5	4	1	3					1		Uneven patched sidewalks.	4		Prefer parking on one side only.	
4011 44th Street West	1		1															5				1			Speeding - W. 44 St., France to Grimes, Grimes to Wooddale not stopping at 4-way intersections on W. 44 St.	1			
4015 44th Street West	1	1												1	3	5	4	3					1				1		
4020 44th Street West	1			1										1	3	4	4	2					1		Sidewalks are critical to our neighborhood culture. We want our sidewalks intact.	1		Cars speeding, not stopping at intersection.	
4021 44th Street West	1		1							None				1	3	4	5	3					1		None.	1			
4112 44th Street West	1	1								None.				1	4	4	5	5					1		Access to the park (Kojetin Park). The block is long, so cars drive very fast by the time they are in front of the park. There needs to be a crosswalk and speed bumps or stop sign so children can safely cross.	5		By creating a wider street and limiting parking to one side, similar to Wooddale, traffic will speed up and increase if it doesn't have obstacles. It will become a more popular thoroughfare. I say leave it the same width and allow parking on both sides, especially if you aren't going to add a stop sign and crosswalk at the park. We have had too many close calls with cars driving too fast and kids not judging the speed correctly.	
4116 44th Street West	1		1						1 If we had one					1	1	5	4	3					1		Dangerous crossing 44th to Kojetin Park - needs Crosswalk! PLEASE!!	5		We share a driveway so company needs to be able to park on street - either side is fine, though.	
4120 44th Street West	1		1											1	1	4	5	4					1				5		I have a shared driveway and on-street parking is important for guests and service vehicles. Our approach is so defective that all vehicles hit when pulling in.
4121 44th Street West	1			1						Depends on cost.				1	1	5	5	1					1		Busy roadway for all types of transportation - walk, bike, car. Accommodate all please.	1		Speed!!!	From my perspective: It makes sense to have parking on the sidewalk side of the street.

ADDRESS	Returned Survey	I. Drainage Service Connection										II. Local Drainage Problems	III. Residential Street Lights					IV. Private Underground Utilities				V. Pedestrian Issues	VI. Traffic Management			VII. On-Street Parking	VIII. Other Comments	Contact						
		Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		List Local Drainage Problems Explain	Favor Upgrading Street Lights		Preferred Styles - Like=5, Dislike=1				Irrigation sys. in r/w		Pet containment system		List pedestrian issues.	Neighborhood Traffic Issues?		If yes, what and where?	Important=5, Not Important=1							
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No		Yes	No	Acorn	Arlington Lantern	Coach	Round Lantern	Yes	No	Yes	No		Yes	No									
4801 44th Street West	1	1				1				1			1		4	4	4	4		1		1		No issue. Very little walking done by people in the area	1		Higher speed -- 40 mph.	1						
4901 44th Street West	1		1			1				1			1							1		1			1		High speed.	3						
4903 44th Street West	1	1				1				1			1		3	5	5	3		1		1				Speeding - especially in evening and at night.					2			
6320 Waterman Avenue	1		1							1			1		3	4	3	5		1		1		None	1	1						5		
Returned	60	15	30	15	9	47	4	3	40	5	48		None known																					
60 Returned Response	100%	25%	50%	25%	15%	78%	7%	5%	67%	8%	80%			42%	55%					43%	57%	7%	93%			80%	20%					98%		
106 Surveys Sent Out	57%	14%	28%	14%	8%	44%	4%	3%	38%	5%	45%			24%	31%					25%	32%	4%	53%			45%	11%					56%		

July 13, 2010

West 44th Street Area Residents

RE: Resident Update Letter
Infrastructure Rehabilitation Project
West 44th Street

Dear Resident:

The City of Edina and St. Louis Park staff has initiated the planning process to review the critical infrastructure in your neighborhood on West 44th Street, from France Avenue to Highway 100. This review typically includes major items such as the sanitary sewer system, water system, storm sewer system, and the roadway system.

You may have noticed City staff gathering data for the past few weeks. They are surveyors that work out of white vans and pickup trucks with City of Edina logo on the sides. They are collecting data to create a base map that will help us in the design phase of the project.

The extent of the project, including the design of the roadway, has not been decided; this will occur with public input. Once the base map is completed the public process will begin – we anticipate this starting in September or October. You will be notified when the schedule is finalized. We realize that there is much anxiety of what will happen; however, we ask that you bear with us until we know what the conditions are of this infrastructure and have gathered enough information to share with you.

Sincerely,

Wayne D. Houle, PE
Director of Public Works / City Engineer

C: City of St. Louis Park – Engineering Department

October 15, 2010

West 44th Street Area Residents
City of Edina and St. Louis Park

Re: Public Informational Open House – **Thursday, October 28 at 7p.m.**
West 44th Street Infrastructure Rehabilitation Project

Dear Resident:

The City of Edina and St. Louis Park staffs are in the process of reviewing the infrastructure along West 44th Street from France Avenue to Highway 100. This review consists of evaluating the corridor, which includes the roadway section, drainage systems, sanitary sewer and watermain systems. Consideration in maintaining the existing roadway widths and preserving existing trees is a priority when evaluating these infrastructure systems.

You are invited to attend an Informational Open House on Thursday, October 28, at 7:00 p.m., at the new Public Works and Park Maintenance Facility, located at 7450 Metro Boulevard, Edina (see attached map). A brief presentation will be given shortly after 7 p.m. followed by an informal question and answer session. The presentation will explain the City of Edina's street reconstruction process, the existing conditions of the infrastructure, and what the design criteria might be for the corridor. The actual design of project and costs will be prepared for a second informational meeting to be held in early December. City staff from both Edina and St. Louis Park, along with both cities consultant, WSB & Associates, Inc will be available to answer any questions or concerns you may have regarding the project.

Attached you will find a brochure "A Guide to Edina's Street Reconstruction Process", which is also on our website at: http://www.ci.edina.mn.us/Departments/L5-7a_ConstructionProjects_future.htm. Residents within St. Louis Park can find information on your City's policy's by contacting the City of St. Louis Park's engineering department.

If you are unable to attend and would like more information on the project, please feel free to call Shibani Bisson with WSB & Associates, Inc. at 763-287-7162 or myself at 952-826-0443.

Sincerely,

Wayne D. Houle, P.E.
Director of Public Works/City Engineer

Enclosure

C: City of St. Louis Park – Engineering Department



November 29, 2010

West 44th Street Area Residents
City of Edina and St. Louis Park

Re: Public Informational Meeting #2 – **Wednesday, December 8 at 7 p.m.**
West 44th Street Infrastructure Rehabilitation Project

Dear Resident:

The City of Edina and St. Louis Park held a meeting on October 28, 2010, explaining the typical street reconstruction process, as well as describing the existing conditions and design criteria for the proposed rehabilitation of West 44th Street between France Avenue and Brookside Avenue. Following that meeting, a questionnaire was mailed to residents to obtain feedback on various components of the proposed project to use in the design process. The next step is to hold another informational meeting to review the preliminary project design, the estimated assessments to your property, and the next steps to move forward with the project.

You are invited to attend an Informational Open House on Wednesday, December 8 at 7 p.m. The meeting will be held at the new Public Works and Park Maintenance Facility located at 7450 Metro Boulevard, Edina. A brief presentation will begin shortly after 7 p.m., followed by an informal discussion of the project to address any questions or concerns you may have. City staff from both Edina and St. Louis Park, along with both cities' consultant - WSB & Associates, Inc., will be available at the meeting.

If you are unable to attend but would like more information on the project, please feel free to contact me at 763-287-7162.

Sincerely,

A handwritten signature in black ink that reads "Shibani K. Bisson". The signature is written in a cursive style.

Shibani K. Bisson, P.E.
Senior Project Manager

cc: City of Edina – Wayne Houle
City of St. Louis Park – Scott Brink



December 3, 2010

West 44th Street Area Residents – Brookside Terrace to Mackey Avenue
City of Edina and St. Louis Park

Re: Public Informational Meeting – **Wednesday, December 8 at 7 p.m.**
West 44th Street Infrastructure Rehabilitation Project

Dear Resident:

The City of Edina and St. Louis Park are proposing a street rehabilitation project along West 44th Street between France Avenue and Brookside Terrace. A bituminous mill and overlay is proposed between Brookside Terrace and Mackey Avenue. This involves grinding up 2-inches of the pavement and replacing it with a new layer of bituminous pavement. The existing curb will remain intact and will not be replaced with the project. The project also includes replacing portions of the sidewalk between Thielen Avenue and Mackey Avenue to provide a 1-2 foot separation from the existing curb to the edge of the sidewalk.

Your property is not proposed to be specially assessed for these improvements.

You are invited to attend an Informational Open House on Wednesday, December 8 at 7 p.m to review the preliminary project design and the next steps to move forward with the project. The meeting will be held at the new Public Works and Park Maintenance Facility located at 7450 Metro Boulevard, Edina. A brief presentation will begin shortly after 7 p.m., followed by an informal discussion of the project to address any questions or concerns you may have. City staff from both Edina and St. Louis Park, along with both cities' consultant - WSB & Associates, Inc., will be available at the meeting.

If you are unable to attend but would like more information on the project, please feel free to contact me at 763-287-7162.

Sincerely,

A handwritten signature in black ink that reads 'Shibani K. Bisson'.

Shibani K. Bisson, P.E.
Senior Project Manager

cc: City of Edina – Wayne Houle

Neighborhood Informational Meeting

44th Street

(Brookside Ave to France Ave)

October 28, 2010



AGENDA

- Introductions
- Typical Roadway Reconstruction
- 44th Street Information
- Existing Conditions
- Design Criteria
- Communications / Preparing
- Next steps
- Questions



WH



TYPICAL ROADWAY RECONSTRUCTION

Video – can also be found on City web site:

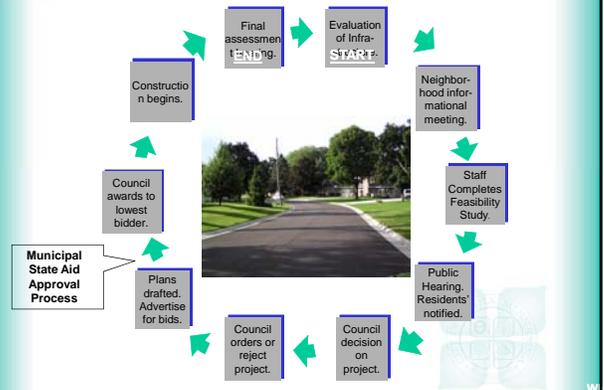
http://www.cityofedina.com/Departments/L5-17a_ConstructionProjects_future.htm



WH



PROCESS FROM START TO END

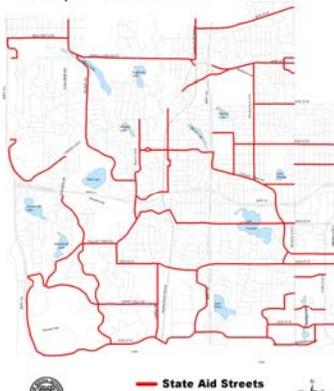


WH



City of Edina
Municipal State Aid Streets

Edina Municipal State Aid Roadways



WH



EDINA MUNICIPAL STATE AID FUNDING

80/20 Split:

- 80% of roadway costs funded through Municipal State Aid – “Gas Tax Monies”
- 20% of roadway costs funded through Special Assessments:
 - Based on Residential Equivalent Unit (REU)
 - Each home is an REU
 - Businesses are assigned REU’s based on trip generation.



WH

CITY OF EDINA **FUNDING**

Utility Fund - 100% of the following:

- Curb & Gutter
- Sanitary Sewer – main line only
- Storm Sewer – main line only
- Water main – main line only
- Drain tile – if needed for residents to connect sump pumps and down spouts

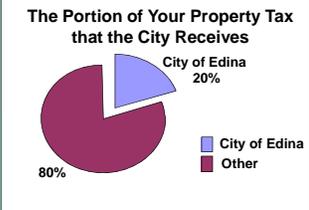
WH

CITY OF EDINA **WHAT DO YOUR TAXES PAY FOR?**

Allocation

- Police
- Fire
- Parks
- Public Works
 - Snowplowing
 - Pothole Repairs
 - Seal coating
 - Other Street Maintenance

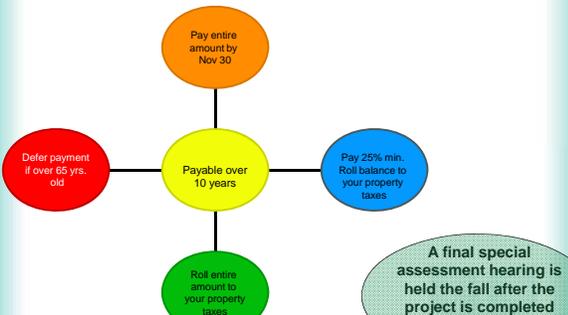
The Portion of Your Property Tax that the City Receives



City of Edina 20%
Other 80%

WH

CITY OF EDINA **SPECIAL ASSESSMENT PAYMENT OPTIONS**



Pay entire amount by Nov 30

Defer payment if over 65 yrs. old

Payable over 10 years

Pay 25% min. Roll balance to your property taxes

Roll entire amount to your property taxes

A final special assessment hearing is held the fall after the project is completed (sometimes one year later).

WH

CITY OF EDINA **RESIDENT QUESTIONNAIRE**

The property owners questionnaire generally gathers information on the following topics:

- Sump Pump Discharge Service Line?
- Residential Roadway Lighting?
- Pedestrian Issues – what are the issues?
- Private Underground Utilities – do you have underground lawn irrigation and pet containment?
- Local Drainage Problems – have you noticed drainage issues in the neighborhood?

WH

CITY OF EDINA **BOULEVARD AREAS**

Property owner items located within the City's right of way may be damaged during construction:

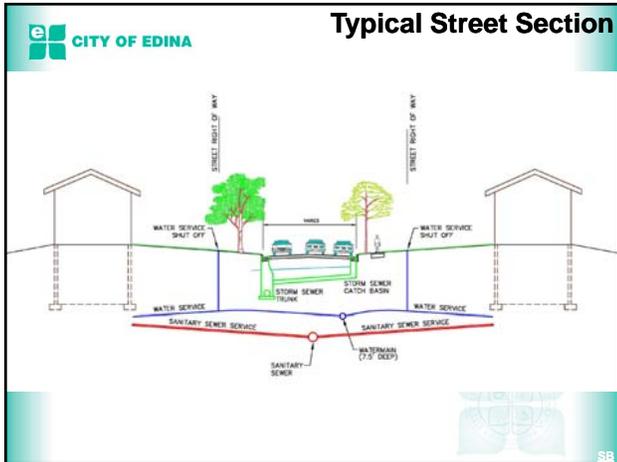
- Irrigation and pet containment systems will only be restored if indicated on the resident questionnaire.
- Prior to construction, residents will be given an opportunity to remove plantings and other landscape features in the boulevard.
- Boulevards will be restored with grass – regardless of previous planting or landscaping.

WH

CITY OF EDINA **Project Location - 44th Street**



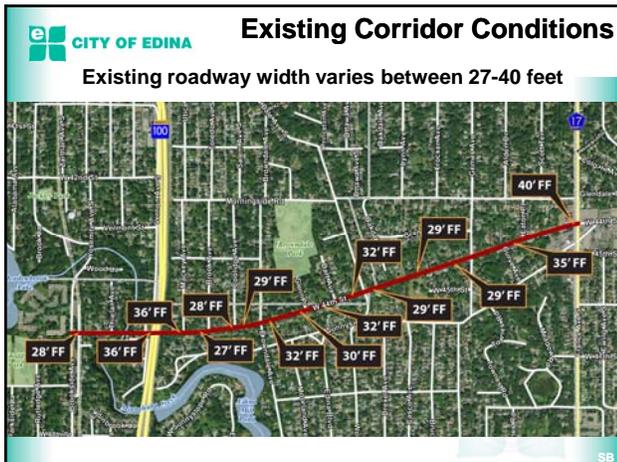
SB



CITY OF EDINA **Existing Corridor Conditions**

Roadway conditions:

- Roadway Built in 1960s
- Reconstruction in 1984 – Brookside to TH 100
- Prevalent cracking & deterioration of pavements



CITY OF EDINA **Existing Corridor Conditions**

Sidewalks

- Structurally inadequate
- Varying widths

CITY OF EDINA **Existing Corridor Conditions**

Tree Preservation

- Tree Lined Boulevards
- Historic Catalpa trees
- Elm Trees

CITY OF EDINA **Existing Corridor Conditions**

Storm sewer system

- Maintain existing drainage patterns
- Existing system does not meet design standards
- Curb and gutter not present or does not meet standards
- Pavement edges deteriorating

CITY OF EDINA Existing Corridor Conditions

Sanitary Sewer

- Built in 1940s
- Typical issues : root intrusion, cracked segments
- Infiltration

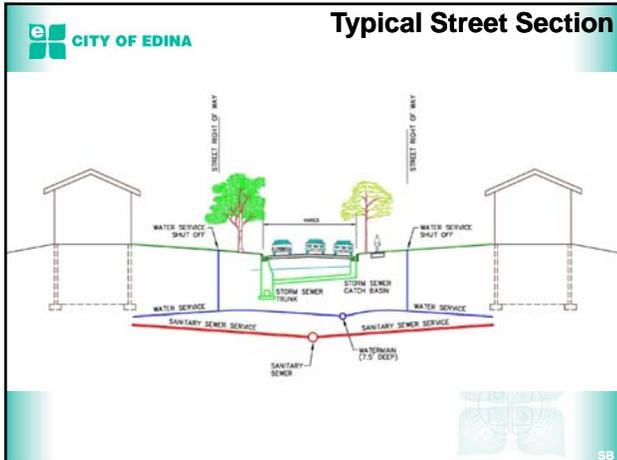
Watermain

- Built in 1940s
- Watermain breaks – to be evaluated
- Service issues – to be evaluated
- Water quality – to be evaluated

CITY OF EDINA Design Criteria

State Aid Requirements

- Min. roadway width - 32 feet
 - 2 - 11ft through lanes
 - 1 - 8 ft parking lane
 - 2 ft clear zone
- Parking allowed on one side of roadway
- Variance needed for “width”
 - Prevent tree impacts

CITY OF EDINA Design Criteria

Edina Comprehensive Plan

•Bike Plan



CITY OF EDINA Design Criteria

NE Edina Transportation Study

- Pedestrian Crossing at Kojetin Park
- Parking Evaluation at business area
- Lane Designations at France Ave



CITY OF EDINA Design Criteria

Private Utility Companies

- Potential gas main rehabilitation
- Potential burying of overhead power lines



CITY OF EDINA **COMMUNICATING WITH YOU**

Our first contact with you is when we inform you of the informational meeting, followed by public hearings notification; open house; surveys; project plans and schedules; and construction update letters via regular mail. Our last communication to you is the notice of final special assessment hearing.

Public hearings will be published in the *Edina Sun-Current*.

Questionnaires will be sent during the early planning stage to help staff formulate a decision in areas such as street lighting and style of street lighting.

Weekly construction updates will be sent via the "City Extra" email. Stay in the loop by signing up for this free service.

Letters may be delivered to inform you of time-sensitive events such as water shut-off the next morning.









WH

CITY OF EDINA **HOW CAN YOU GIVE INPUT AND STAY INFORMED?**

- www.CityofEdina.com
Visit our website regularly. Information from open houses and other communications are archived on our website.
- edinamail@ci.edina.com
Drop us an email
- 952-826-0371
Call us; office hours are 7:00-3:30 p.m.
- Stop by the office
Public Works and Engineering Departments
7450 Metro Boulevard
- Schedule an appointment
952-826-0371




WH

CITY OF EDINA **WHAT CAN YOU DO TO PREPARE FOR THE PROJECT?**

- Begin financial planning for the assessment.
- Coordinate landscaping, driveway replacement and house remodeling projects with the reconstruction schedule.
- Complete questionnaire to provide feedback
- Ask questions; inform staff of your concerns
- Sign-up for "City Extra" to receive updates via email notification




WH

CITY OF EDINA **Next Steps**

1. Resident Questionnaire
 - Decorative Street Lighting
 - Parking
 - Sidewalk
2. Next Meeting in December
 - Preliminary design drawings
 - Estimated costs / assessments




WH

CITY OF EDINA

Questions?




WH

Neighborhood Informational Meeting No. 2

West 44th Street Improvements

(Brookside Terrace to France Ave)

December 8, 2010

1. Introductions
2. Survey Results
3. Proposed Improvements
4. Costs/Assessments
5. Next steps
6. Questions



WH

Project Location – 44th Street



SB

Survey Results

Survey Results - 51% Returned

- Upgrade Street Lighting
 - 56% No
 - 41% Yes
- Pedestrian Issues
 - Need crossing at Park
 - Sidewalk is close to curb
 - Need Crosswalks – Wooddale Ave

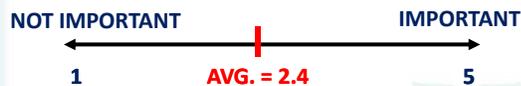


SB

Survey Results

Survey Results

- Traffic Issues
 - High speeds
- On-street Parking



SB

Proposed Street Improvements

Mill and Overlay

Brookside Terrace to Mackey Ave

- 2-inch pavement replacement due to the age (1984) and condition
- Partial sidewalk replacement to provide 1-2 foot buffer
- No curb replacement



SB

CITY OF EDINA **Proposed Street Improvements**

Street Reconstruction
Mackey Ave to France Ave

- Complete replacement of road bed
- New curb where not present
- Curb replacement where deteriorated and where installing storm sewer
- Partial sidewalk replacement where deteriorated and to provide 1-2 foot buffer
- New driveway aprons



SB

CITY OF EDINA **Proposed Street Improvements**



SB

CITY OF EDINA **Proposed Improvements**

Existing (YELLOW) and Proposed (RED) Street Widths



SB

CITY OF EDINA **Proposed Improvements**

Existing (YELLOW) and Proposed (RED) Street Widths



SB

CITY OF EDINA **Proposed Improvements**

No Parking
 Brookside Terrace to Browndale Ave



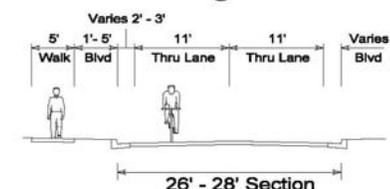
Dart Ave to Wooddale Ave




SB

CITY OF EDINA **Proposed Improvements**

Typical Sections
No Parking Either Side



Proposed Typical Section
 Brookside Terrace to Browndale Avenue
 Dart Avenue to Wooddale Avenue

SB

CITY OF EDINA **Proposed Improvements**

Parking Allowed on one side (with variance)

- Browndale Ave to Curve Ave – north side
 - except from Dart to Wooddale Ave
- Curve Ave to Eton PI – ex. south side

SB

CITY OF EDINA **Proposed Improvements**

Typical Sections

Parking on One Side Only

Proposed Typical Section

Browndale Avenue to Dart Avenue
Wooddale Avenue to Curve Avenue

SB

CITY OF EDINA **Proposed Improvements**

Parking Allowed on both sides (with variance)

- Eton PI to France Ave

SB

CITY OF EDINA **Proposed Improvements**

Typical Sections

Parking allowed on both sides

Proposed Typical Section

Eton Place to just West of France Avenue
Kojetin Park

SB

CITY OF EDINA **Proposed Improvements**

State Aid Variance Request

- Parking on one side
 - Browndale Ave to Dart Ave
 - Wooddale Ave to Grimes Ave
 - Minimum 32' width needed
 - Proposed width is 30'
- Parking on both sides
 - Eton PI to west of France Ave
 - Minimum 38' width needed
 - Proposed width is 35'

SB

CITY OF EDINA **Proposed Improvements**

State Aid Variance Request

- Variance Process:
 - A City Council resolution and variance request is submitted to Mn/DOT for approval
 - A committee approves or denies request
 - Anticipated March 2011 approval

SB

CITY OF EDINA **Proposed Improvements**

SB

CITY OF EDINA **Proposed Improvements**

Edina Comprehensive Plan

- Bike Plan

SB

CITY OF EDINA **Proposed Improvements**

Before / After - Bike Accommodations

- Green Stripe & Share the Road Signs

SB

CITY OF EDINA **Proposed Improvements**

Pedestrian Crossing at Kojetin Park

SB

CITY OF EDINA **Proposed Improvements**

NE Edina Transportation Study

- France Avenue Intersection

SB

CITY OF EDINA **Proposed Improvements**

Storm Sewer Improvements

- Upgrade pipes to meet standards
- New storm sewer from Coolidge to Dart Ave
- Stormwater treatment structures
- Address local drainage issues identified in survey

Sanitary Sewer

- Manhole and pipe repairs
- Currently evaluating system

Watermain

- Pipe lining/pipe bursting
- Hydrant Replacement
- Currently evaluating system

SB

CITY OF EDINA **Costs/Assessments**

Street Improvement Costs

Edina Residents

- Total Estimated Street Reconstruction Costs = \$1,150,000
- Assess 20% - \$230,000
- Spread over 110 Residential Equivalent Units (REU's) ≈ \$2,100 per REU
- Kojetin Park has 9 REUs
- Does not include the respective utility funds
- Mill and Overlay (Brookside Terrace to Mackey Ave)- No assessment



SB/WH

CITY OF EDINA **Costs/Assessments**

Street Improvement Costs

St. Louis Park Residents

- No assessment if State Aid funds are granted



SB

CITY OF EDINA **Costs/Assessments**

Bury Overhead Power Lines

- 100% directly funded by adjacent properties
- Estimated Cost - \$6,000-\$8,000 per property
 - Includes burying of the main line and the individual service connections

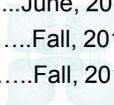


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CITY OF EDINA **Next Steps**

Project Schedule

Feasibility Report Complete.....	January 4, 2011
Public Hearing.....	February 1, 2011
Variance Hearing.....	March, 2011
Approve Plans and Specifications.....	April, 2011
Receive Bids.....	May, 2011
Award Contract.....	June, 2011
Begin Construction.....	June, 2011
Complete Construction.....	Fall, 2011
Assessment Hearing.....	Fall, 2012



WH

CITY OF EDINA **Project Contact Information**

- http://www.ci.edina.mn.us/Departments/L5-17a_ConstructionProjects_future.htm
- <http://www.stlouispark.org>
- **Shibani Bisson- WSB & Associates**
763-287-7162 or
sbisson@wsbeng.com



WH

CITY OF EDINA

Questions?



WSB

PUBLIC INFORMATION MEETING / OPEN HOUSE

44th Street Improvements

Improvement Project No BA-383

City of Edina

Thursday, October 28, 2010

SIGN - UP SHEET

NAME	Mailing Address
Tom & Linda Conwell	4509 W 44th St.
Jeffrey Johnson	4350 WOODBINE AVE S.
John Johnson	4150 W 44th St.
Curt & Marie Westor	4405 W 44th St 55424
Steve Mattson	4214 BRANSON ST. 55424
Wm & Kim Hanson	4701 W. 44th St 55424
Brian Kompsien	4208 W 44th St 55424
Shawn Flanagan	4216
Bruce Fetter	4200 W 44th St
John Kuntzman	4200 W 44th St
Wallya Kadow Hutz	4194 W. 44th St 55424
Lynn Houch	4120 W. 44th 55424
Joel Racchini	4221 W. 44th
jeannette porter	4400 W 44TH St.
Aaron Schwartz	4507 W 44th St
Amy Blackmore	4324 W 44th St.
Brian M. High	4501 W. 44th
J. SPANGLER	1720 7th St W
BRUCE HALLERSON	4903 W. 44TH ST.
John & Marcia Jones	4709 W. 44th St
Lisa Fagan	4164 W. 44th St.
Christine C.	w/ mom.

W
W
W

PUBLIC INFORMATION MEETING / OPEN HOUSE

44th Street Improvements
Improvement Project No BA-383
City of Edina
Wednesday, December 8, 2010



SIGN - UP SHEET

NAME	Mailing Address
Michael Salvo	4805 W. 44th St
Laurie...	3936 W. 44th St.
Mary Stallings	4393 Machee Ave
M. M. J. ...	4701 W. 44th St
Brenda Shamba	4901 W 44th St
BRUCE HALLERSON	4903 W. 44TH ST .
Peter Forsman	4312 Eton Place
Rick Courtney	4313 Eton Place
Brian Muthigh	4601 W 44th
LISA FAGAN	4164 W. 44th ST.
Marcia Jones	4709 W. 44th St.
Camilla Reiersgard	4508 W. 44th St.
Sue/Don Mickelberg	4101 W. 44th St
Tom Berg	4315 Eton Place
Aaron Schwartz	4508 W 44th St
Joni Bennett	4603 Lynn
Amy Blackmore	4324 West 44th

Shibani Bisson

From: Shibani Bisson
Sent: Tuesday, December 14, 2010 11:36 AM
To: Karen Ferrara; whoule@ci.edina.mn.us
Subject: RE: 44th street proposed project
Attachments: Pedestrian Crossing.pdf

Hello-

We are proposing on-street parking along the north side of W 44th Street from Browndale Ave to France Avenue and it will extend along all of the properties within this area. We are proposing a pedestrian crosswalk located at the property line between your property and your neighbor's to the east. We are also proposing on-street parallel parking bays on the south side of the roadway within the park property. Attached is a conceptual drawing showing pedestrian crossing and parking areas. Please feel free to call me and I can explain what the drawing shows in more detail to you.

We are planning on replacing the sidewalk in front of your house.

You can view the power point presentation from the December 8th informational meeting at http://www.ci.edina.mn.us/Departments/L5_ConstructionProjects_BA383W44thSt.htm to obtain more information on the proposed project improvements.

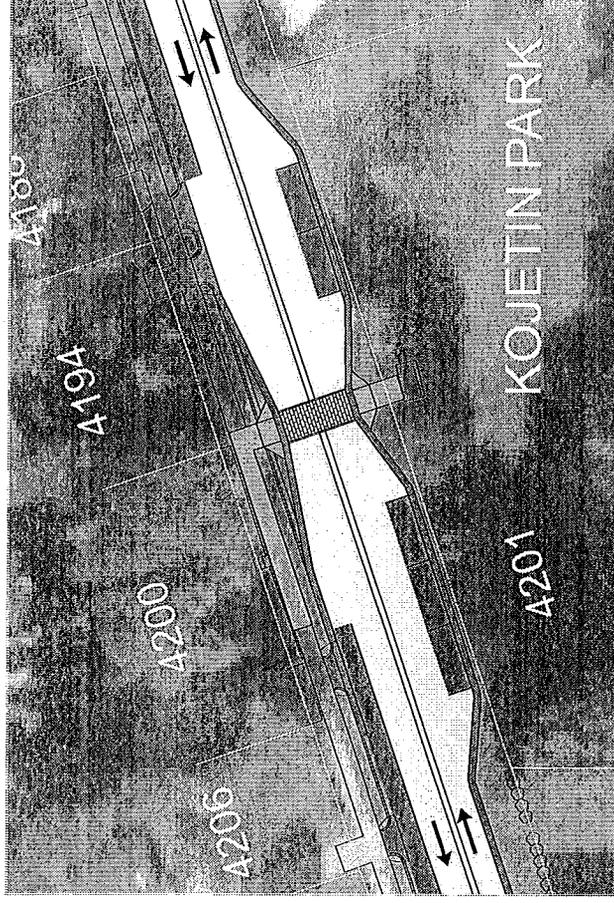
Please feel free to call me if you have any further questions.

From: Karen Ferrara [mailto:kbfer@comcast.net]
Sent: Monday, December 13, 2010 6:57 PM
To: whoule@ci.edina.mn.us
Cc: Shibani Bisson
Subject: 44th street proposed project

I live at 4200 W 44th St. (across from Kjoten Park) and I had two questions relevant to my house: 1) the parking for the park will it be on the lot line of my lot and my neighbor's to the east? I do not feel it would be fair that I bear the full brunt of the proposed parking. 2) I am assuming the sidewalk in front of my house will be redone, we have been waiting for >5years, it is buckled and has been filled in with asphalt by the city of Edina and looks and is horrible.

Thank you for your time. Karen Ferrara

Pedestrian Crossing



Shibani Bisson

From: Brian McHugh [brianjmchugh@msn.com]
Sent: Tuesday, December 07, 2010 8:07 AM
To: Shibani Bisson
Cc: whoule@ci.edina.mn.us
Subject: RE: 44th Street Project - intersection of 44th and Browndale

Shibani -

Thanks for your prompt response. Sounds promising and we'll study it more tomorrow night.

Thanks again,
Brian

Subject: RE: 44th Street Project - intersection of 44th and Browndale
Date: Mon, 6 Dec 2010 15:13:10 -0600
From: SBisson@wsbeng.com
To: brianjmchugh@msn.com
CC: whoule@ci.edina.mn.us

Hello Brian-

I do remember speaking with you and your wife regarding your concerns. After reviewing the roadway conditions and obtaining feedback from the residents, we are not proposing to widen 44th Street west of the Browndale Avenue intersection. The curb line along your property would be shifted to the north 1-2 feet. As a result, parking is not planned to be allowed on either side of the street in this area. We have evaluated the intersection at Browndale Avenue and with additional striping and modifications to the curb lines at the intersection, we hope to make some improvement to the skew as drivers travel through the intersection. I hope that addresses your concerns.

We will have more detailed information at the meeting on Wednesday night and look forward to seeing you there.

Please feel free to contact me if you have any other questions or concerns.

Shibani Bisson , PE
Senior Project Manager / WSB & Associates, Inc.
701 Xenia Ave. S., Suite 300, Minneapolis, MN, 55416

Direct: 763.287.7162 / Fax: 763.541.1700 / Cell: 612.360.1304
SBisson@wsbeng.com

www.wsbeng.com

www.twitter.com/WSBEngineering

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Please think about the ENVIRONMENT before printing this email.

From: Brian McHugh [mailto:brianjmchugh@msn.com]
Sent: Monday, December 06, 2010 1:02 PM
To: Shibani Bisson
Cc: whoule@ci.edina.mn.us
Subject: 44th Street Project - intersection of 44th and Browndale

12/13/2010

Shibani -

My wife and I spoke to you briefly at the 44th Street Reconstruction Open House meeting several weeks ago regarding the intersection of 44th and Browndale. As you may remember, we are at 4601 W. 44th, which is the southwest corner of that intersection. We had several concerns that we expressed to you at the meeting. Although I also noted these concerns on our resident questionnaire, I wanted to make sure you were aware of them.

Based on my knowledge of the state requirements for this road, as well as Edina's professed goals regarding sidewalks as expressed by Wayne at the Open House, we are concerned that the only way to satisfy both the state and the City is to significantly widen the street in front of our house. Since the City has no right of way on the north side of 44th, that widening must occur on the south side of the street, i.e. at the expense of our front yard. In addition to the loss of our yard, such widening would dramatically increase the jog in the road that currently exists the intersection as 44th Street is not laid down in a straight line. We view this as a safety issue for pedestrians on the north sidewalk, as an eastbound car travelling down 44th would have to swerve even more than they currently to stay on the road. An inattentive driver, or a driver who may skid through that intersection in adverse weather, could potentially run right over the sidewalk and strike any pedestrians who may be present if they did not make the necessary adjustment to stay on the road.

We respectfully request that you consider some creative solutions regarding this intersection. Perhaps there would be no parking close to the intersection, which would potentially mean that the road wouldn't have to be 32 feet wide at that intersection. Perhaps the City would be OK with not having a full five foot sidewalk with a buffer near the intersection. Are there other solutions we could consider? I know you are aware of the challenges presented by this particular intersection and we are hopeful that the design will accomplish the City's goals while keeping the impact to residents' lots to a minimum.

We look forward to seeing the preliminary design Wednesday night.

Regards,
Brian McHugh
4601 W. 44th Street

12/13/2010

Shibani Bisson

From: Jeff Heelan [jeff.heelan@chtechnology.com]
Sent: Monday, December 20, 2010 8:18 AM
To: Shibani Bisson
Subject: RE: W 44th Street Project- City of Edina

Shibani,

Thank you for the follow-up. Hopefully we move forward with the Upgrade of Street Lighting but we'll see where the cards fall.

Regards,

Jeff Heelan

Jeffrey D. Heelan | President | C&H Technology, Inc. | 6121 Baker Road | Minnetonka, MN 55345 | 800.274.4284 (ph) | 952.933.6223 (fax)
| jeff.heelan@chtechnology.com | www.chtechnology.com | ISO 9001-2008

Please consider the environment before printing this email message.

From: Shibani Bisson [mailto:SBisson@wsbeng.com]
Sent: Friday, December 17, 2010 4:31 PM
To: Jeff Heelan
Subject: FW: W 44th Street Project- City of Edina

Jeff-

You can now view the power point presentation from the December 8th informational meeting at http://www.ci.edina.mn.us/Departments/L5_ConstructionProjects_BA383W44thSt.htm to obtain more information on the proposed project improvements.

Please feel free to call me if you have any further questions.

Shibani Bisson , PE

Senior Project Manager / WSB & Associates, Inc.
701 Xenia Ave. S., Suite 300, Minneapolis, MN, 55416

Direct: 763.287.7162 / Fax: 763.541.1700 / Mobile: Cell: 612.360.1304
SBisson@wsbeng.com

www.wsbeng.com

www.twitter.com/WSBEngineering

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12/21/2010



70th Street Improvements
City of Edina, Minnesota

Public Information Meeting No. 1

October 28, 2010

70th Street Improvements
Edina, Minnesota
PUBLIC COMMENT CARDS

COMMENT CARDS	General Comments
1. John & Marcia Jones 4709 West 44 th Street Edina, MN 55424	Thanks for the information you presented this evening and your efforts to keep us informed as we go through this process. As residents of the southern side of the street for 30 years, we are, of course, concerned about maintaining a buffer between our home and this traffic. In contrast to the attitude of City engineers in 1984's renovation, we sense that the present staff appreciates the value of maintaining a residential quality in our neighborhood, and we will work as partners with us by applying for variances of the State mandate. We feel that the current width suits us very well.
2. Bruce & Sara Halverson 4903 West 44 th Street Edina, MN 55424:	I'm sure you are asked this many times; "Why are our taxes (property) not paying for general street improvements such as what we will be paying for on 44 th Street"? It sounds to me that if this street (44 th) was not classified as a State-Aid roadway, we'd be paying even more. Many of us are retired with a fixed income, and this is an additional burden on our income. We are already paying for the sound wall on Highway 100.



70th Street Improvements
City of Edina, Minnesota

Public Information Meeting No. 2
December 8, 2010

70th Street Improvements
Edina, Minnesota
PUBLIC COMMENT CARDS

COMMENT CARDS	General Comments
1. Tom Bray 4315 Eton Place Edina, MN 55424	1. I think the level of information and communication is outstanding. 2. I still think parking from Eton to France should be one side only.
2. Paul Hofrenning 4014 West 44 th Street Edina, MN 55424	Well run meeting. Parking is very important on the north side of 44 th . Houses have a 90 year history of parking in front of their houses. A 2-way bike path on 44 th with green paint and marked very well would be very important on 44 th . Right now you have a lot of bikers that need a marked path. With that a 25 mph would also be great.

If you have any additional questions or comments on the proposed 70th Street Improvements, please feel free to contact:

Wayne Houle, PE
Public Works Director
Project Manager
City of Edina

Appendix C
Edina Comprehensive Plan Elements



Edina Comprehensive Plan Update 2008

**Submittal approved by the City
Council on December 2, 2008**

**City of Edina
4801 West 50th Street
Edina, Minnesota 55424-1394**

**Contact:
Heather Worthington, Assistant City Manager
952-826-0415
hworthington@ci.edina.mn.us
www.cityofedina.com**



City of Edina
2008 Comprehensive Plan Update

Community Design Roadway Corridor-Proposed
Figure 4.5

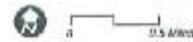




Table 7.1 - “A” Minor Arterial Roadways

Roadway	From	To	Type
France Ave. (CSAH 17)	Southern City Limit	Northern City Limit	Reliever Arterial
Valley View Rd.*	TH 62	W. 66 th St.	Reliever Arterial
66 th St.*	Valley View Rd.	Eastern City Limit	Reliever Arterial
Vernon Ave/Gleason Road (CSAH 158)	TH 62	TH 100	Reliever Arterial
TH 169 E. Frontage Rd./78 th St./Edina Ind. Blvd./77 th St./76 th St.	Western City Limit	Eastern City Limit	Reliever Arterial
W. 50 th St. (CSAH 21)	TH 100	France Ave. (CSAH 17)	Augmenter Arterial

* Please note that another segment or segments of this roadway may have a different functional classification as identified in Tables 7.2 and/or 7.3.

All other minor arterials are considered “B” minor arterials, which have the same function as “A” minor arterials, but are not eligible for federal funds. The “B” minor arterial roadways in Edina are identified in Table 7.2, below.

Table 7.2 – “B” Minor Arterial Roadways

Roadway	From	To
York/Xerxes Ave. (CSAH 31)	TH 62	Southern City Limit (ultimately to American Drive, Bloomington)
Valley View Rd./W. 69 th St.*	W. 66 th St.	York Ave. (CSAH 31)

* Please note that another segment or segments of this roadway may have a different functional classification as identified in Tables 7.1 and/or 7.3.

Collector Streets. The collector system provides connection between neighborhoods and from neighborhoods to minor business concentrations. It also provides supplementary interconnections of major traffic generators within the metro centers and regional business concentrations. Mobility and land access are equally important. Direct land access should predominately be to development concentrations. In order to preserve the amenities of neighborhoods while still providing direct access to business areas, these streets



are usually spaced at one-half mile intervals in developed areas. Collector roadways in the Edina are summarized in Table 7.3, below.

Table 7.3 Collector Streets

Street	From	To
Blake Rd./Interlachen Rd.	North City Limit	Vernon Ave. (CSAH 158)
Blake Rd./Olinger Blvd.	Interlachen Blvd.	Tracy Ave.
Londonderry Rd./Lincoln Dr./Vernon Ave.	TH 169	Gleason Rd.
Gleason Rd	TH 62	W. 78 th St.
Valley View Road/Tracy Ave.	TH 169	Vernon Ave.(CSAH 158)
Cahill Rd.	W. 78 th St.	W. 70 th St.
Normandale R./Valley View Rd.*	Benton Ave.	TH 62 (Crosstown)
Normandale Rd./Grange Rd.	Benton Ave.	W. 50 th St.
Minnesota Dr.	Parklawn Ave.	Edinborough Way
Edinborough Way	W. 76 th St.	Xerxes Ave. (CSAH 31)
Wooddale Ave.	W. 50 th St.	Valley View Rd.
7 th St. W./Lincoln Drive	TH 169	Maloney Ave.
Maloney Avenue	Lincoln Drive	Blake Road
Brookside Ave.	Interlachen Blvd.	North City Limit
44 th St.	Brookside Ave.	East City Limit
Link Rd./Eden Avenue	Vernon Ave.	W. 50 th St.
W. 49 1/2 th St./W. 51 st St.	France Ave. (CSAH 17)	France Ave. (CSAH 17)
W. 54 th St.	Wooddale Ave.	East City Limit
Southview Lane	Normandale Rd.	Concord Ave.
Concord Ave.	Southview Ln.	Valley View Rd.
W. 58 th St.	Concord Ave.	France Ave. (CSAH 17)
W. 60 th St.	France Ave. (CSAH 17)	Xerxes Ave. (CSAH 31)
Benton Ave.	Tracy Ave.	TH 100
Hansen Rd.	Benton Ave.	Vernon Ave. (CSAH 158)
Hillary Lane/Dewey Hill Rd.	Valley View Rd.	Cahill Rd.
Cahill Rd.	W. 78 th St.	W. 70 th St.
McCauley Trail	Gleason Rd.	Valley View Rd.
TH 100 West Frontage Rd/Arcadia Ave.	Benton Ave.	W. 50 th St.
Valley Lane/Ridgeview	Valley View Rd (west of	Valley View Rd.(east of



Sidewalks located on State-Aid roads or within the Public School Zones will be maintained by the City of Edina. Typical City maintenance includes snow removal and repair of broken or shifted sidewalks. Sidewalks located on Local/Low Volume Street Zones and Destination Zones must be maintained by the property owners.

Bike Facilities

In 2006, the City Council appointed the Bike Edina Task Force (BETF), made up of citizens interested in bicycle issues and planning. The BETF has overseen the preparation of the *City of Edina Comprehensive Bicycle Transportation Plan*, which is hereby adopted by reference and included as **Appendix T-2**. This document provides a detailed identification of current conditions and problem areas regarding bicycle facilities within the City. It also provides a vision regarding system-wide improvements to the City's bicycling facilities.

It is the goal of the City to improve conditions for bicycling by reducing hazards and by developing and improving Edina's bicycle transportation infrastructure so as to invite Edina residents, workers, and visitors to include bicycling as part of their daily mobility activities. Bicycle improvements will be implemented to support safe, efficient, and inviting travel for children riding to school and adults riding to work, as well as recreational users. It is hoped that enhancing biking activities will remove a significant number of vehicular trips from Edina's roadway system.

The guiding principles for improving bicycle facilities in Edina are as follows:

- Improve safety conditions for cyclists, pedestrians, and motorists
- Provide safe routes for all ages and ability levels
- Improve connections to local and regional destinations
- Provide a useful and realistic transportation method within the City
- Promote bicycling to improve community health

One of the key tools that will be used by the City to improve its overall bicycling system as outlined above is a recommended route network as identified in the *Edina Comprehensive Bicycle Transportation Plan*. This network is provided as **Figure 7.11** of this Comprehensive Plan Update. It is divided into primary routes and secondary routes. The City intends to first focus on integrating the primary routes into existing infrastructure before proceeding with the secondary routes. Prior to system improvements being implemented in this manner, they will need



- any construction or alteration of greater height than an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway (Runway 17/35 at MSP)

There is currently one heliport in the City of Edina. It is located at the Fairview Southdale Hospital. Heliports are regulated through City ordinance.

7.4 GOALS AND POLICIES: TRANSPORTATION

The goals and policies provided in this section are based on the policies from the 1999 *Edina Transportation Plan*, the 2005 *Edina Transportation Commission Policy*, and current discussions and deliberations by the City.

Goals

1. Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.
2. Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.
3. Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.
4. Reduce the overall dependence on and use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.
5. Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.
6. Promote a travel demand management program through a coordinated program of regulations, marketing, and provision of alternative travel options.
7. Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.



8. Support attractive and high performance transit service and connections.
9. Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use.
10. Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.

Policies

Roadway Design

1. Design roadway facilities constructed in conjunction with redevelopment projects according to the intended function.
2. Upgrade existing roadways when warranted by demonstrated volume, safety or functional needs, taking into consideration environmental limitations.
3. Emphasize improvements to management, maintenance and utilization of the existing street and highway system.
4. Design/enhance *residential street systems* to discourage through traffic and to be compatible with lower speed bicycling and walking. This includes consideration of traffic calming measures on local streets and, in some cases, collector streets.
5. Design/enhance *collector and arterial roadways* to minimize through traffic on local streets in the functional classification system, and to be compatible with other transportation modes including transit, bicycle and pedestrian.
6. Use adequate transitions and buffers including, but not limited to, earth berms, walls, landscaping and distance to mitigate the undesirable impact of high volume roadways.
7. Consider the use of sound mitigating features for residential development adjacent to high volume roadways, and make property owners and land



developers responsible for noise attenuation at new developments near high volume roadways.

8. Encourage beautification of local roadways, where appropriate, with amenities such as boulevard trees, decorative street lighting, and monuments.
9. Monitor and address transportation requirements associated with demographic trends, such as an aging population.

Roadway Function and Access

1. Provide logical street networks to connect residential areas to the regional highway system and local activity centers.
2. Adequately control access points to the regional roadway system (including minor arterials) in terms of driveway openings and side street intersections.
3. Provide access to the local street system (including collector and local streets) in a manner that balances the need to safely and efficiently operate the street system with the need for access to land.
4. Encourage, through roadway design and signage, intra-area trips on minor arterials rather than the principal arterial system, and promote serving regional trips on the metropolitan highway system.
5. Separate, to the extent possible, conflicting uses on the roadway system in order to minimize safety problems. Give special attention to pedestrian and bicycle routes.
6. Provide access to redeveloping sites using current functional classification and standards rather than the existing access at the sites.
7. Review and update regional and local functional street classification and coordinate with adjacent cities and Hennepin County. Establish subcategory classifications and criteria for local streets if warranted. Revise local roadway classifications when warranted.



8. Review and monitor citywide traffic volumes, congestion, existing traffic calming devices and measures, accident history, vehicle violation history, speed limits and enforcement.
9. Educate public on vehicle operations including public relations campaigns that focus on individual responsibilities to each other rather than individual rights only.
10. Review and recommend traffic calming policies and consider traffic calming implementation where requested by residents.
11. Implement measures to reduce non-local, cut-through traffic in cooperation with County and State efforts by developing a local traffic calming policy to mitigate the effects of cut-through traffic. Identify the origin and destination of cut-through traffic.
12. When requested by the Edina Transportation Commission and/or the Planning Commission, review land use that may impact traffic implementations. Continue to monitor adjacent community redevelopment and other activity that potentially impacts the City of Edina.
13. Evaluate and implement measures required for school safety.

Roadway Maintenance and Operation

1. Cooperate with other agencies having jurisdiction over streets and highways in Edina to assure good roadway conditions and operating efficiency.
2. Continue the implementation of the I-494 frontage road system through ongoing coordination with Mn/DOT, Hennepin County, and the cities of Richfield and Bloomington.
3. Maintain roads by repairing weather-related and other damage. Continue current on-going pavement improvement plan.
4. Use economic and environmentally sound management techniques for snow and ice removal.
5. Replace substandard bridges and bridges that present safety or traffic problems.



Parking

1. Review new developments for adequacy of parking based upon need, the potential for joint use of parking facilities and opportunities to encourage ridesharing.
2. Continue to limit on-street parking in and near congested commercial areas.
3. Work with appropriate commissions such as Planning and Zoning to review City Code, Section 850.08 Parking and Circulation to identify parking based upon needs.
4. Address specific parking requirements in small area plans for given study areas.

Pedestrian/Bicycle

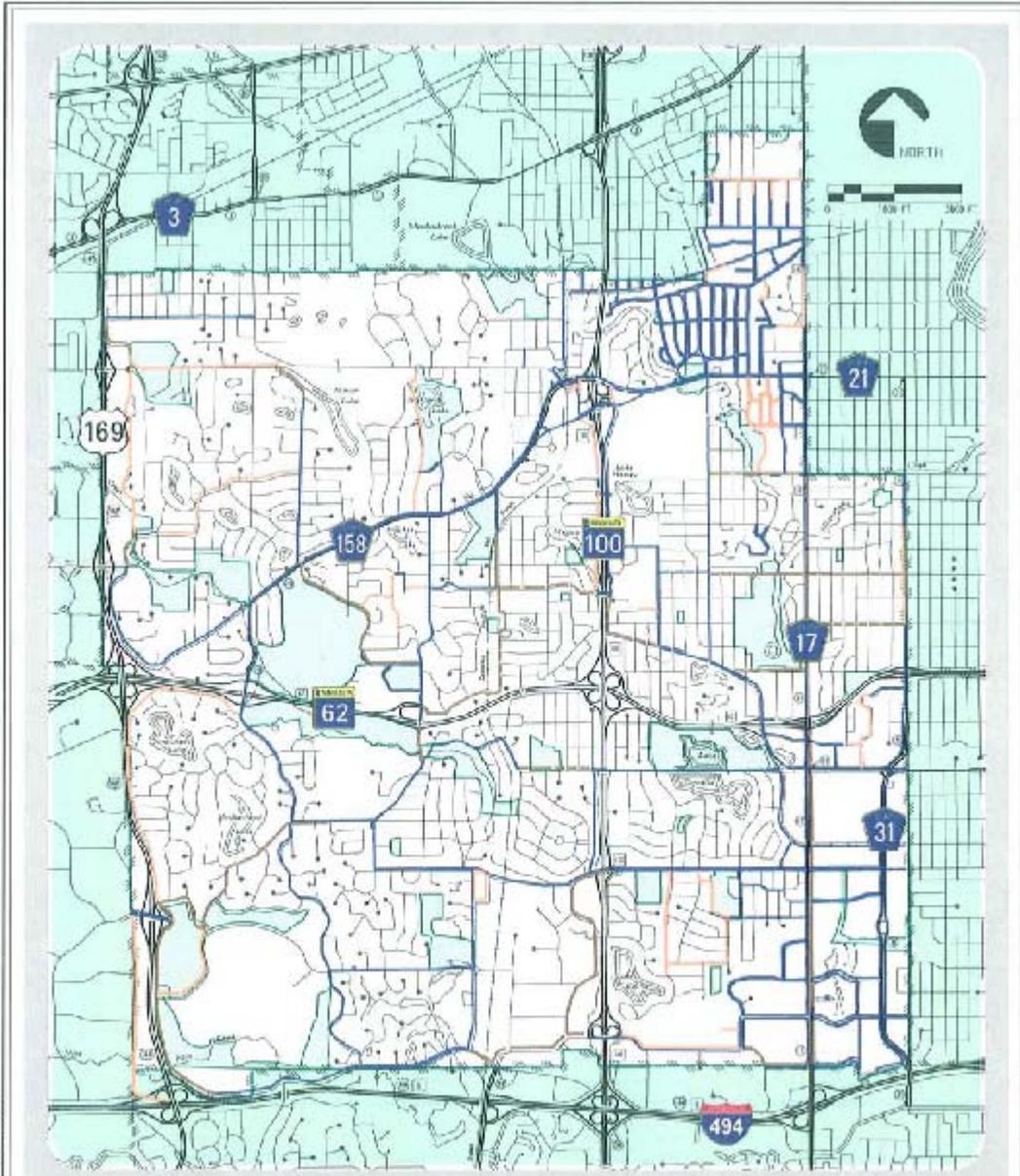
1. Provide accessibility to pedestrians and bicycles at major activity centers, including necessary storage facilities.
2. Create pedestrian and bicycle interconnections among major generators, with continuity across major roadways and other barriers.
3. Review and recommend construction of pedestrian and bike paths throughout Edina cooperatively with the Three Rivers Park District and Hennepin County.
4. Promote safe walking, bicycling and driving. Promote vehicle driver respect for bicycles and pedestrians along with bicyclists and pedestrian observance of signs and use of designated paths for travel.
5. Support inclusion of pedestrian and bicycle access planning when upgrading roadways, bridges and redevelopment projects.
6. Provide sidewalks and safe crossings for areas of potential pedestrian/vehicle conflicts, including high-traffic streets, commercial areas, areas with transit access, and in high-density residential locations.

**Table F-5
Functional Classification System Characteristics for Collectors and Local Streets**

Criterion	Collector		Local	
	Urban	Rural	Urban	Rural
Place Connections	Interconnect neighborhoods and minor business concentrations within the MUSA. Provide supplementary interconnection of major generators within the metro centers and regional business concentrations.	Provide supplementary interconnection among rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region.	Interconnect blocks within residential neighborhoods and land parcels within commercial/industrial developments.	
Spacing	Metro centers and regional business concentrations: 1/8 - 1/2 mile. Fully developed are: 1/4 - 3/4 mile. Developing area: 1/2 - 1 mile	Permanent Rural and Agricultural Areas: As needed in conjunction with minor arterials, to provide adequate interconnection of places identified in "Place Connections" criterion. In addition, minor collectors should be designated at an average spacing of not less than 4 miles.	As needed to access land uses.	As needed to access land uses.
System Connections	Sometimes to Interstate freeways and other principal arterials. To minor arterials, other collectors and local streets.	To minor arterials, other collectors and local streets.	To a few minor arterials. To collectors and other local streets.	To a few minor arterials. To collectors and local roads.
Trip-Making Service	Short trips (1-4 miles depending on development density) at low-to-moderate speeds. Longer trips accessing the arterial network. Local transit trips.		Short trips (under 2 miles) at low speeds. Longer trips accessing the collector or collector and arterial network.	
Mobility vs. Land Access	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.		Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.	Emphasis on land access, not on mobility. Direct land access predominantly to agricultural land uses.

Table F-6
Functional Classification System Characteristics for Collectors and Local Streets

Criterion	Collector		Local	
	Urban	Rural	Urban	Rural
System Mileage	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-25%.	Suggested federal limitations: 65-80%.	Suggested federal limitations: 63-75%.
Percent of Vehicle Miles Traveled	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-35%.	Suggested federal limitations: 10-30%.	Suggested federal limitations: 5-20%.
Intersections	Four-way stops and some traffic signals.	Local street traffic should be required to stop.	As required.	As required.
Parking	Restricted as necessary.	Unrestricted.	Permitted as necessary.	Permitted as necessary.
Large Trucks	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.	Permitted as necessary.
Management Tools	Number of lanes, traffic signal timing, land-access management.	Land-access management.	Intersection control, cul-de-sacs, diverters.	.
Vehicles Carried Daily	1,000-15,000	250-2,500	Less than 1,000	Less than 1,000
Posted Speed Limit	30-40 mph	35-45 mph	Maximum 30 mph	Maximum 30 mph
Right-of-Way	60-100 feet	60-100 feet	50-80 feet	50-80 feet
Transit Accommodations	Cross-sections and geometrics designed for use by regular-route buses.	None.	Normally used as bus routes only in nonresidential areas.	None.



LEGEND: Existing Sidewalk Proposed School / Business Sidewalk Proposed Street-Side Sidewalk Note: Park Pathways are included on Figure 7.11

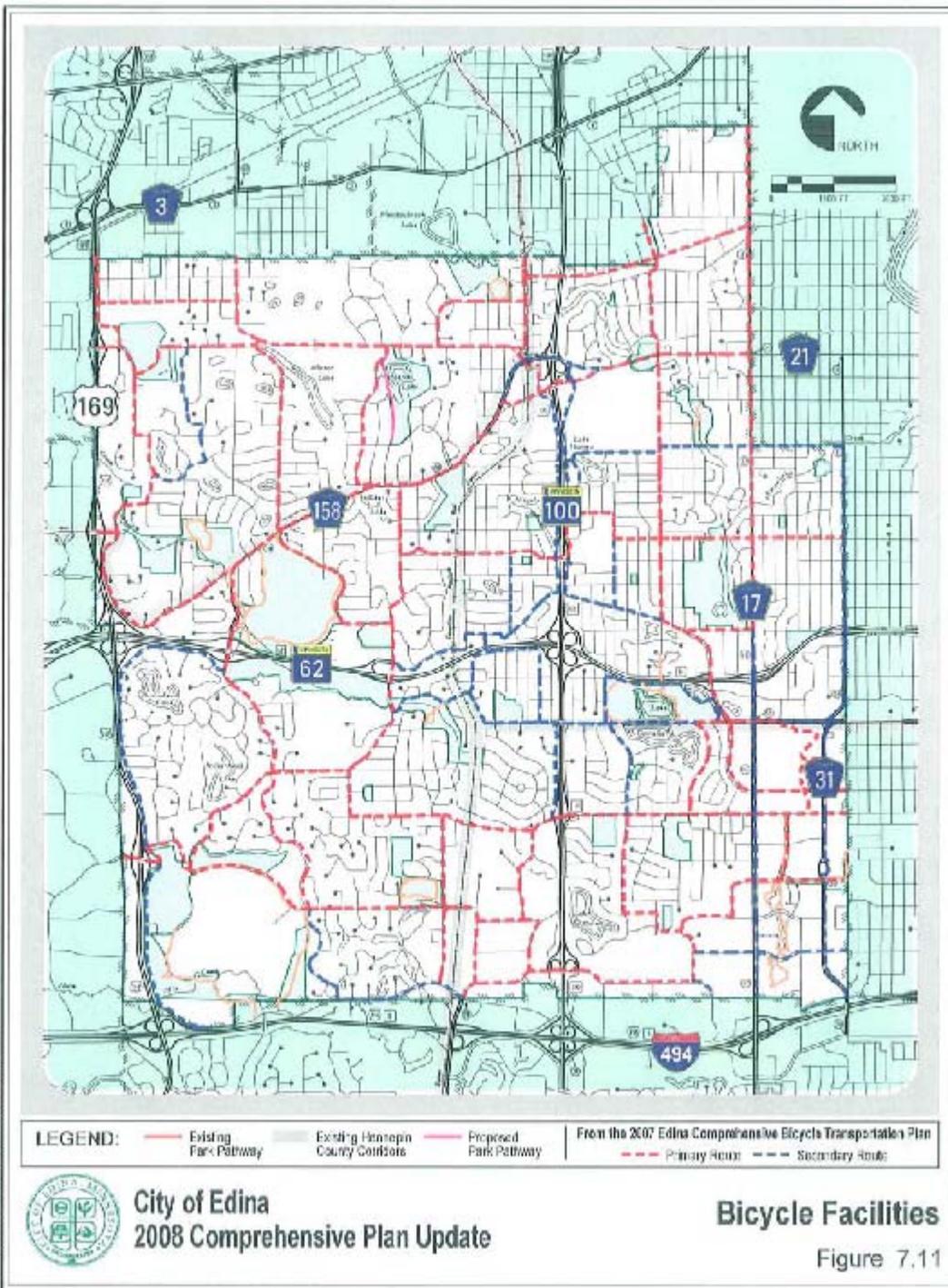


City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

Date: 01/20/2008
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THE CITY OF EDINA COMPREHENSIVE BICYCLE TRANSPORTATION PLAN

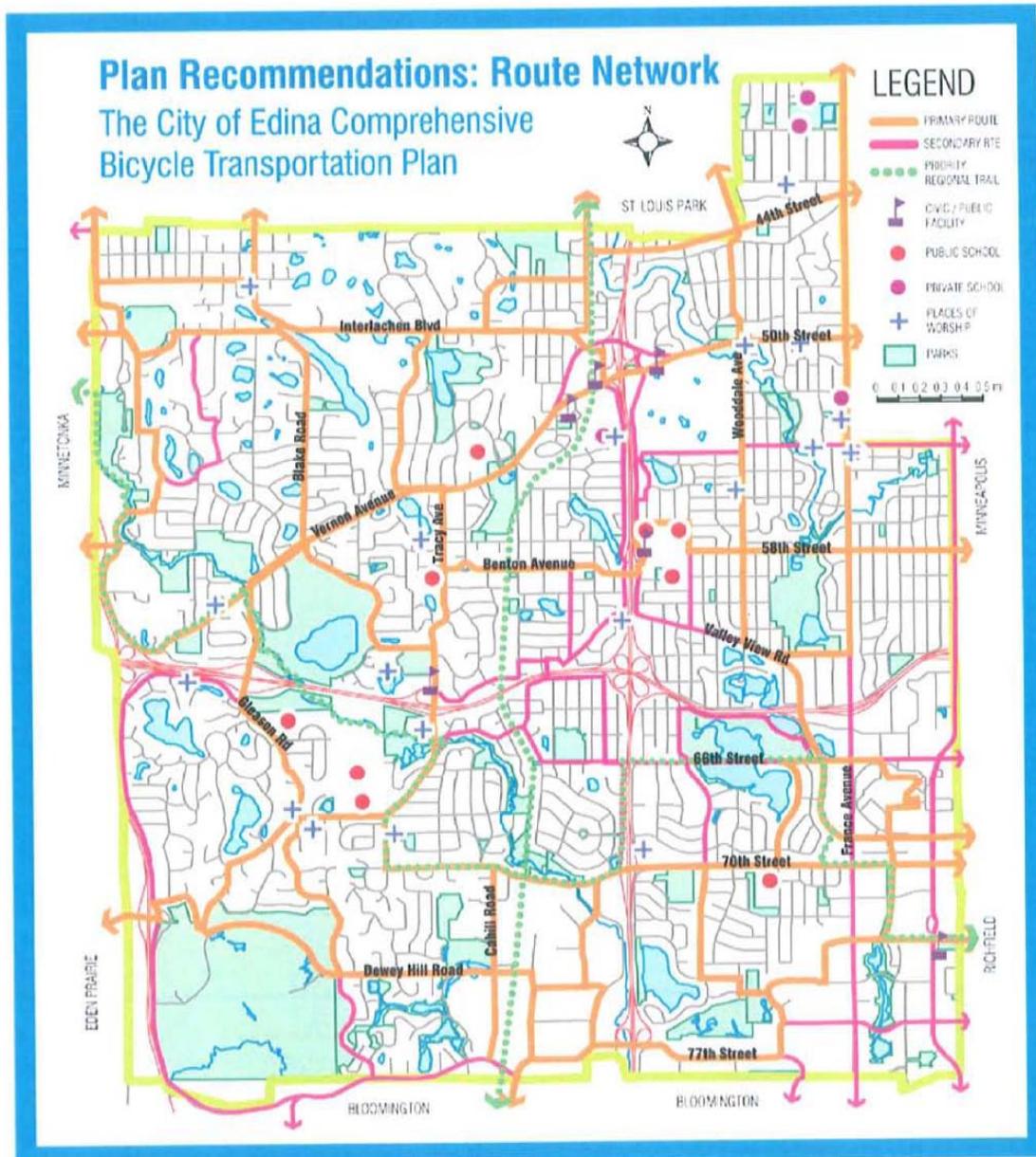
SEPTEMBER 19 2007



a people-centered,
asset-based approach to
urban planning, policy and design
community design group

RECOMMENDED ROUTE NETWORK

A map showing the recommended network of routes for Edina's bicycle transportation network is provided below. Routes are classified as part of a Primary or Secondary network; as discussed earlier, Primary routes are those that more directly provide connections to destinations within and outside Edina. Regional routes (the Canadian Pacific Regional Trail and the Nine Mile Creek Regional Trail) are included as a high priority component of this Plan.



2.3 General recommendations

These recommendations should be kept in mind when designing or implementing improvements to surface streets in Edina. Given that bicycles are legal vehicles for use on the same surface roads that automobiles travel on, many of these general recommendations revolve around clearly and consistently assigning space to automobiles and cyclists so that they may safely and comfortably coexist on Edina's roadways.

IMPLEMENT A "COMPLETE STREETS" DESIGN POLICY

"Complete Streets" is a design philosophy that considers the needs of all present and potential transportation network users.

Complete Streets laws and policies ensure that a community's roads and streets are routinely designed and operated to provide safe space and access for all users, including pedestrians, bicyclists, motorists and transit riders, and to ensure that they work for people of all ages and abilities, including older people, children, and people with disabilities.

Adopting a Complete Streets design policy will help ensure that all street construction and street improvement projects in the City of Edina anticipate and address the needs of cyclists, pedestrians and other users, regardless of whether a particular street is included within Edina's formally designated bicycle route network. Over the long run, embedding this Complete Streets approach into the City's normal operating procedures will do more for cyclists and pedestrians than any one specific plan could.

This Plan strongly recommends adoption of a Complete Streets policy and design approach as a priority for the City of Edina.

DECREASE THE WIDTH OF AUTOMOBILE LANES

Decreasing the width of automobile travel lanes can help calm traffic while freeing up valuable road space for bicycle lanes. The Institute of Transportation Engineers (ITE), in *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, a study sponsored by the Federal Highway Administration (FHWA), recommends using a roadway's *target* (or desired) speed as guidance for the width of travel lanes provided.



On Lincoln Drive.

MORE ON COMPLETE STREETS

You can find more resources on complete streets through the following organizations:

- Complete the Streets (www.completestreets.org)
- Walk and Bike for Life (www.walkandbikeforlife.com)
- The Pedestrian and Bicycle Information Center (www.pedbikeinfo.org)



A complete street provides safe and comfortable space for all roadway users.

In general (and consistent with AASHTO Green Book guidance), the study finds 10 ft travel lanes are suitable for local and collector streets with operating speeds to 30 mph, while lane widths from 10 to 11 ft are suitable for use in arterials with operating speeds to 35 mph.

DESIGNATE AUTOMOBILE SPACE

Marking the right edge of the automobile driving lane (or “fog line”) can help calm traffic and designate safe spaces for cyclists to ride on. This practice will in fact also increase safety for motorists as it will discourage automobiles from passing on the right, especially on wider roads and bridges.

DECREASE AUTOMOBILE TRAVEL SPEEDS

One of the factors that most influences cyclists’ (and pedestrians’) perceptions of the relative safety of a street is the speed of the automobiles that travel there. Streets with high speed limits are less welcoming to pedestrians or cyclists. Several streets which could serve as important bicycle routes in Edina are made less inviting by high speed limits currently in place. Vernon Avenue, for example, is posted as a 40 mile per hour road along some of its length.

City of Edina Engineering staff and leaders are currently working alongside City Engineers from other municipalities to lower statewide speed limits for local and collector streets to 25 mph. These efforts should be supported and continued. In the meantime, Minnesota statutes currently allow cities and other jurisdictions to lower speed limits to 25 miles per hour without need of any additional engineering or traffic study if a bicycle lane is provided. According to Minnesota Statute 160.263 Bicycle lanes and ways, Subdivision 4: “Speed on street with bicycle lane”

“Notwithstanding section 169.14, subdivision 5, the governing body of any political subdivision, by resolution or ordinance and without an engineering or traffic investigation, may designate a safe speed for any street or highway under its authority upon which it has established a bicycle lane; provided that such safe speed shall not be lower than 25 miles per hour. The ordinance or resolution designating a safe speed is effective when appropriate signs designating the speed are erected along the street or highway, as provided by the governing body.”

THE THREE SPEEDS OF TRAFFIC

One of the biggest issues affecting bicyclists’ (and pedestrians’) comfort and safety is the speed of automobile traffic around them.

There is clearly a disconnection between the *design speeds* of our streets and roadways (how fast cars can travel and still make turns and meet sight distance requirements), a roadway’s *posted speed limits* (how fast cars can legally travel), and that roadway’s *actual speeds* (what motorists actually do). Needless to say, common experience is that for many streets, actual speeds are closer to design speeds than to posted speeds.

An effective way of decreasing a roadway’s actual speeds is by providing visual cues to drivers that require them to slow down in order to feel appropriate control of their vehicle. Or, as the Institute of Transportation Engineers recommends in their Context-Sensitive Solutions (CSS) report:

“Context-sensitive solutions for the urban environment often involve creating a safe roadway environment in which the driver is encouraged by the roadway’s features and the surrounding area to operate at lower speeds.”

Narrowing travel lanes is one of the most effective tools to accomplish this. Many US cities, including the City of Chicago, now routinely narrow travel lanes down to 10 foot widths (and Chicago does so specifically to free up additional road space to provide bike lanes for cyclists).

Narrower lanes do not increase risk to motorists or present any adverse impacts on safety. In fact, they have even been used in Minnesota highway projects where lack of available right-of-way and cost constraints made standard freeway lane widths (12 ft) unattainable. Recently completed portions of Highway 100, for example, include 11 ft lanes where space available was limited.

Research and experience, including an upcoming NCHRP report, find there is no safety advantage to 12 or 11 foot lanes over 10 foot travel lanes where posted speeds are 35 mph or less.

SEPARATE CYCLISTS AND PEDESTRIANS

Cyclists and pedestrians have different travel characteristics. Mixing both types of users in the same facility increases hazards to both. Designating bicycling space in sidewalks or side paths is not recommended as it increases the potential for crashes between bikes and pedestrians, and, by making cyclists less visible to motorists, puts cyclists at significantly greater risk of automobile crashes. Risk to cyclists is in fact 5 times greater when riding on sidewalks than when riding on a street, even if that street has no bike facilities at all.

PROVIDE ON-STREET BIKE FACILITIES

Providing bike lanes invites additional riders and greatly improves safety for cyclists, decreasing risk to cyclists by half (over riding in a similar street without lanes). A street with bike lanes is in fact safer to ride on than shared-use or recreational paths (because of greater potential for bicycle-pedestrian conflicts on those paths).

CHECK INTERACTIONS BETWEEN TRAFFIC CALMING AND CYCLING SPACE

Calming automobile traffic through neighborhoods and commercial areas is an important goal, and one that brings benefits to pedestrians and cyclists. Sometimes, however, traffic calming measures can negatively impact cyclists, especially if they include physical barriers or changes in road configuration that narrow or remove space that could accommodate bicycles. Other options for traffic calming, including painting lane limits and decreasing lane widths can yield the same traffic calming benefits without decreasing space for bicycles. Marking bike lanes on a street is in fact a traffic calming measure because doing so reduces the amount of road space available to automobiles, providing visual cues to motorists that help decrease average speeds and their variability. All proposed traffic calming measures in Edina should be reviewed for their potential impact on bicycle conditions.

BIKE FACILITY RELATIVE DANGER INDEX

A comparison of relative risk of injury due to collisions for several types of facilities that cyclists commonly ride on. Median risk is 1.0:

Type	Risk index
Major streets, no bike lanes	1.28
Minor streets, no bike lanes	1.04
Streets with bike lanes	0.5
Shared-use paths	0.67
Sidewalks and sidepaths	5.32

Source: William Moritz, University of Washington: "Survey of North American Bicycle Commuters: Design and Aggregate Results," Transportation Research Board, Vol 1578, 1997.



Some traffic calming measures that physically narrow the roadway make it more difficult for cyclists to arrive at an intersection and be noticed by automobiles before entering it. Using paint to channel traffic preserves space for cyclists and is cheaper, too. Pictured: 65th Street, near Valley View Road.

WOODDALE AVENUE

Wooddale Avenue presently provides a comfortable bicycling environment. A pleasant street going through residential neighborhoods, it provides convenient access to 58th, 50th and 44th Street.

RECOMMENDED TREATMENTS

Given present automobile speeds, traffic volumes and cyclist use of this important route, a pair of 5 ft bicycle lanes is recommended. However, given existing provision of on-street parking and other space constraints, the following are recommended:

SHORT / IMMEDIATE TERM

- Sign the route using recommended design
- Consider removing on-street parking

MEDIUM TERM

- Stripe two 5 ft wide bicycle lanes



Wooddale Avenue today.

44TH STREET

44th Street presents pleasant cycling conditions today. It connects Brookside Avenue to commercial nodes at 44th and France and further east in Minneapolis.

Automobile traffic moves at a reasonable pace, and although the geometry of the road is relatively narrow, sufficient space is available to accommodate cyclists. There is sporadic use of on-street parking. Mature trees grow adjacent to the existing curb. The gutter-pavement joint is in need of repair for some of this street's length.

RECOMMENDED TREATMENTS

SHORT / IMMEDIATE TERM

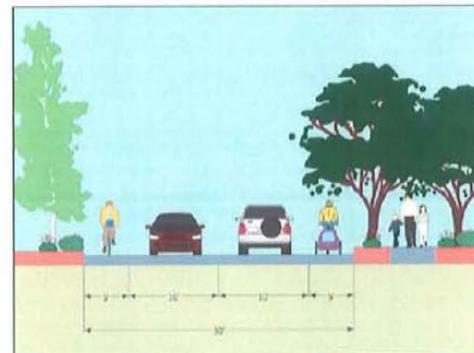
- Sign the route using recommended design
- Repair curb-pavement joints.
- Consider removing on-street parking

MEDIUM TERM

- Stripe two 5 ft wide bicycle lanes



Along 44th Street today.



A potential cross-section for 44th Street.

**Appendix D
Assessment Policies and
Preliminary Assessment Roll**



EDINA CITY COUNCIL POLICY

POLICY: Municipal State Aid Designated Roadways Special Assessment Policy

DATE APPROVED BY COUNCIL: December 21, 2010

POLICY PURPOSE:

Establish an assessment policy for Municipal State Aid designated roadways.

POLICY:

1. Cost of Municipal State Aid (MSA) Street Curb and Gutter will be financed by either MSA funds or by the Storm Water Utility Fund.
2. Street Reconstruction Costs (excluding curb and gutter) on MSA streets should be assessed at 20 percent of the cost.
3. The assessable unit for Municipal State Aid street projects shall be based on the residential equivalent unit (REU) per Lot rather than the front footage of the lot. REUs will be prorated to parcels based on trip generation for the land uses relative to the typical single-family residential land use. Non-single family or other mixed-use developments should be evaluated for each project based on the following factors – trip generation of the site, access to the site, unique trip generation or other special circumstances.
4. If a corner lot is subject to multiple street reconstruction assessments, the total assessable cost should be the equivalent to 1 residential equivalent unit. The address of the lot shall determine if the corner lot is assessed at 1, 1/3, 2/3, or 0 REU's for that project:
 - If the address of the lot is on the roadway being reconstructed and no previous roadway assessments have been levied for that lot, the REU shall be 1 REU.
 - If the address of the lot is on the roadway being constructed and a roadway assessment has been levied previously for that lot, the REU shall be 2/3 REU.
 - If the address of the lot is not on the roadway being constructed, but the side or rear yard is and no previous roadway assessment has been levied for that lot, the REU shall be 1/3 REU.
 - If the address of the lot is not on the roadway being constructed, but the side or rear yard is and a roadway assessment has previously been levied for that lot of 1 REU, the REU shall be 0 REU.
5. Lots subject to multiple assessments cannot be treated differently than lots subject to a single assessment.
6. Capitalized interest, engineering costs, and other project related costs shall reflect the costs that have been incurred for that particular Improvement project. All engineering costs and other project related costs shall be directly related to that particular improvement project. Capitalized interest is the cost of funds used to finance the project construction until the adoption of the resolution imposing the special assessment.
7. Payback of special assessments:

- a. The term of special assessment shall be 10 years.
 - b. Assessment Interest Rate – The interest rate for a special assessment shall be 2% higher than the true interest “net interest” rate of the bonds that have been issued for the project. If a bond is not issued for a project then the interest rate shall be 2% higher than the true interest rate of the most recent bonds sold by the City prior to ordering the public improvement.
 - c. The City will accept both partial pre-payments and full pre-payments on assessments before certifying the assessment to the County. For ease of administration, a minimum of 25% of the assessable cost must be applied for a partial payment.
 - d. Hardship deferral for seniors, disabled or military persons will be accepted as a repayment.
 - e. Payments shall be amortized using a level principal declining total payment schedule.
8. The new policy will not be retroactive to projects that have already been assessed.

Background:

- A. Municipal State Aid Special Assessment Policy dated December 5, 2006
- B. Special Assessment Policy dated September 7, 2010

PRELIMINARY ASSESSMENTS
BA 383
WEST 44TH STREET PROJECT

Date: 1/4/2011

STREET	PID #	TAX PAYER NAME	TAXPAYER ADDRESS				ASSESSABLE REU					NOTES	
			STREET NO	STREET NAME	CITY	ZIP	ACCESS PTS FROM SITE	ACCESS TO ROADWAY	GROSS BLDG AREA (GBA)	TOTAL REU	TOTAL ASSESSMENT COST		
44TH ST W	0702824440077	KENNETH C DURR	3916	44TH ST W	EDINA	55424						\$ -	ASSESSED UNDER 4388 FRANCE AVE
	0702824440075	KENNETH C DURR	3918	44TH ST W	EDINA	55424						\$ -	ASSESSED UNDER 4388 FRANCE AVE
	0702824440128	MAP INVESTORS LLC	3919	44TH ST W	EDINA	55424	1	1	3624	5.44		\$ 11,696.31	Business (REU 1.5 per 1000 gross sf)
	0702824440081	LYSA T. NGUYEN & BRUCE E KORNFELD	3920	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440083	DAWN M. URBIE	3924	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440130	44TH ST PROFESSIONAL BLD LLC	3925	44TH ST W	EDINA	55424	3	3	2215	3.32		\$ 7,148.82	Business (REU 1.5 per 1000 gross sf)
	0702824440082	RICARD NASSER	3930	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440086	LAURINE J FORD	3936	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440131	SOLVEIG WESTBY	3945	44TH ST W	EDINA	55424				1.6		\$ 3,442.62	2 unit Duplex
	0702824440132	GREEN-GOLD LLC	4001	44TH ST W	EDINA	55424				1.6		\$ 3,442.62	2 unit Duplex
	0702824440102	VIRGINIA R MEARS	4004	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440133	FRANK A LUCCHESI	4005	44TH ST W	EDINA	55424				1.6		\$ 3,442.62	2 unit Duplex
	0702824440106	NEAL W & LEE A FEHRENBACH	4006	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440107	COLLETTE ANN MORGAN	4008	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440108	DARRYL C & MARY E KNUTSON	4010	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440001	LLOYD FLYNN	4011	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440110	RONALD L & MARSHA L PILEGAARD	4012	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440109	PAUL G HOFRENNING	4014	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440002	KELLY A & BENJAMIN A HART	4015	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440112	LAWRENCE J & JANE E WILLIAMS	4016	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440111	L E TANAKA & J E SKIBBE	4018	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440113	STUART & JEANNE ABRAHAM	4020	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440003	TORA U & BERNARD E ANTOINE	4021	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824440116	HOWARD E & MICHALA C MILLER	4022	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430131	ANDREW R & LINDA W STOTTS	4100	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430001	SUSAN & DANIEL MICKELBERG	4101	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430130	TODD & ANNE HINRICHS	4112	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430129	S W CROSBY & LM STAHL-CROSBY	4116	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430128	LYNN A HOUCK	4120	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430002	MARSHA & GEORGE BUCHOK	4121	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430127	ROBERT CASSERLY JR	4122	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430101	SCOTT W & KRISTI M ANDERSON	4140	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430003	FRANK N DRAKE	4141	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430103	JEFFREY & KRISTIN HEELAN	4150	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430004	CONSTANCE E SOTEROPULOS	4155	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430104	T JEANNE MC GAHEE	4160	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430105	LISA A FAGAN	4164	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430005	SHAWNA & ALEXANDER FRONK	4171	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430102	JOHN P & BRENDA F ROCHE	4176	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430100	T J FREDERICK & S M O'CONNOR	4188	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430099	WALTER M & KAREN L HINZ	4194	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430098	KAREN & THOMAS FERRARA	4200	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430007	VILLAGE OF EDINA	4201	44TH ST W	EDINA	55424				9		\$ 19,364.75	City Property - Kojetin Park
	0702824430097	PAMELA & NILS GOKEMEIJER	4206	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430096	BRIAN & JENNIFER KOMPENIEN	4208	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430013	PHEBE HAUGEN & JAMES GAFFNEY	4209	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430043	DAVID A KENDRICK	4210	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430142	KARA D & BRADY K HALVERSON	4211	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430044	E T COOPERSTEIN & K M OBERLE	4212	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430046	SHAUN & CAMILLE FLANAGAN	4216	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430011	TERRENCE P BLESSING	4217	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430047	TIMOTHY & JENNIFER BRILLOWSKI	4218	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824480010	ALAN M. WELECZKI	4219	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430082	JOEL & CYNTHIA RACCHINI	4221	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430081	WILLIAM & NANCY KOSTER	4225	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824430080	JOSHUA T SIMPSON	4229	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	1802824210001	ANDREW & MEGAN GAILLARD	4301	44TH ST W	EDINA	55424				0		\$ -	ST. LOUIS PARK ASSESSMENT
	0702824340004	CHAOUKI A & ANDREA L KHAMIS	4307	44TH ST W	EDINA	55424				0		\$ -	ST. LOUIS PARK ASSESSMENT
	1802824210003	JOHN & KATHRYN STITES	4311	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824340055	NICHOLAS S BALLIN & JESSICA R BALLIN	4320	44TH ST W	ST. LOUIS PARK	55424				0		\$ -	ST. LOUIS PARK ASSESSMENT
	0702824340054	GARY HAGER & AMY BLACKMORE	4324	44TH ST W	ST. LOUIS PARK	55424				0		\$ -	ST. LOUIS PARK ASSESSMENT
	0702824340039	JEANNETTE UPTON PORTER	4400	44TH ST W	ST. LOUIS PARK	55424				0		\$ -	ST. LOUIS PARK ASSESSMENT
	1802824210004	REBEKAH W & DAVID R CROSBY	4401	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	1802824210005	GLORIA C & CLIFFORD E WEXLER	4405	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	1802824210006	MICHAEL BROWER/SHELBY WINTZ	4409	44TH ST W	EDINA	55424				1		\$ 2,151.64	
	0702824340038	COLLEEN CHILDERS-FOGARTY & TERRY L CHILDERS	4412	44TH ST W	ST. LOUIS PARK	55424				0		\$ -	ST. LOUIS PARK ASSESSMENT

**PRELIMINARY ASSESSMENTS
BA 383
WEST 44TH STREET PROJECT**

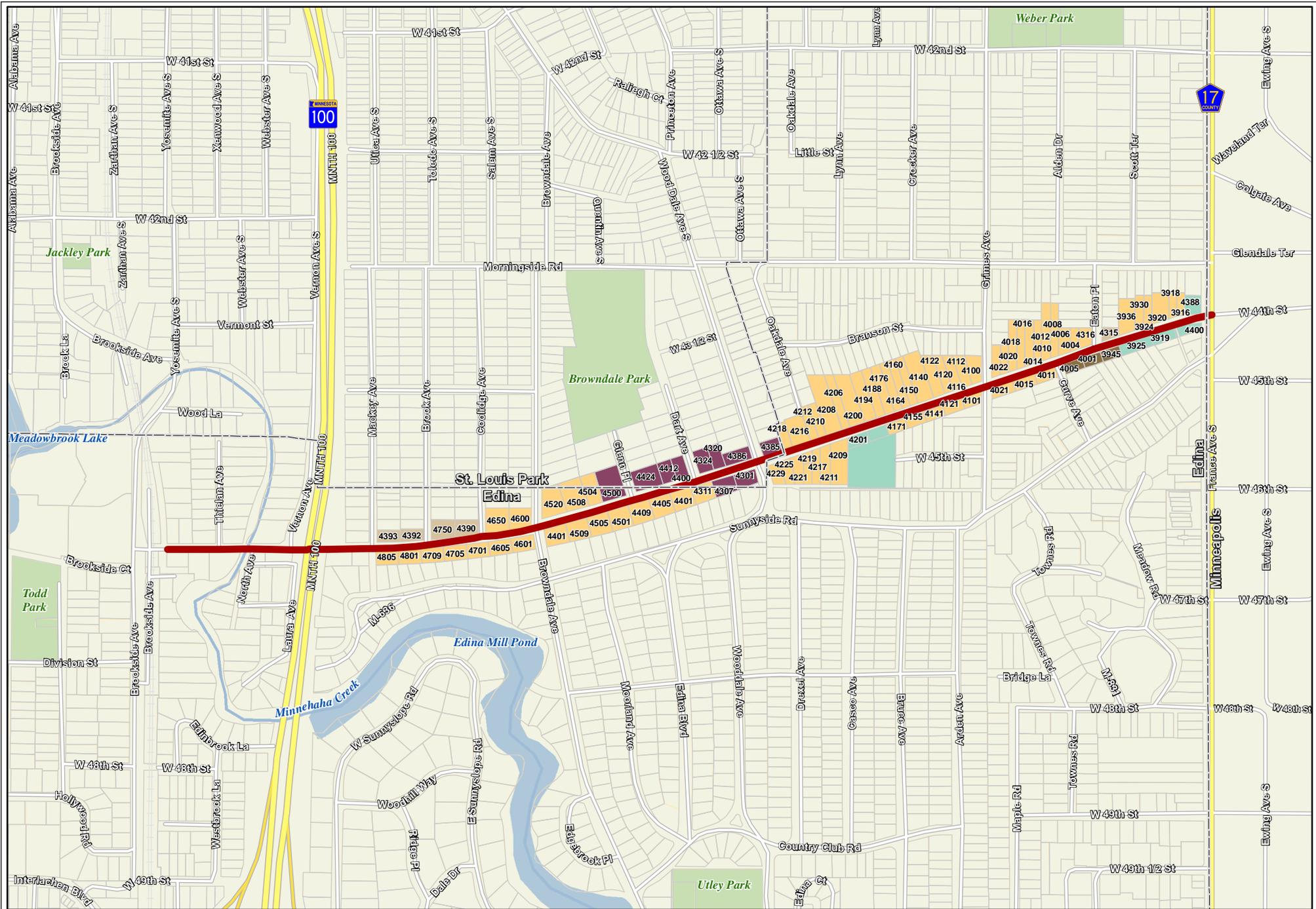
Date: 1/4/2011

STREET	PID #	TAX PAYER NAME	TAXPAYER ADDRESS				ASSESSABLE REU					NOTES
			STREET NO	STREET NAME	CITY	ZIP	ACCESS PTS FROM SITE	ACCESS TO ROADWAY	GROSS BLDG AREA (GBA)	TOTAL REU	TOTAL ASSESSMENT COST	
	0702824340040	LOUIS KIDDER/SARAH STANLEY	4424	44TH ST W	EDINA	55424				0	\$ -	ST. LOUIS PARK ASSESSMENT
	0702824340020	CAMILLA REIERSGORD	4500	44TH ST W	EDINA	55424				0	\$ -	ST. LOUIS PARK ASSESSMENT
	1802824210007	ERICA A WEBER	4501	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824210012	MARY E PROESCHEL	4504	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824210008	MARIE L STENGLEIN	4505	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824210013	SHELDON & PATRICIA SCHWARTZ	4508	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824210009	THOMAS A & LINDA J O'CONNELL	4509	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824210014	TERRANCE J WAGENER	4520	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220036	JUDITH A LAVERCOMBE	4600	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220001	BRIAN MCHUGH/SUSAN A MCHUGH	4601	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220002	JEFFREY WREDE & LINDA WUTZKE	4605	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220037	SALLY J BULLEIT	4650	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220003	WILLIAM L & KIMBERLY HANNON	4701	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220004	ALLAN M & DEBORAH D HOROVITZ	4705	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220005	JOHN W & MARCIA S JONES	4709	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220030	THOMAS KUPPER/MELANIE NOVAK	4750	44TH ST W	EDINA	55424				0.33	\$ 710.04	1/3 REU based on address
	1802824220006	G KELSEY SMITH	4801	44TH ST W	EDINA	55424				1	\$ 2,151.64	
	1802824220007	MICHAEL J & LAURIE K SOLARI	4805	44TH ST W	EDINA	55424				1	\$ 2,151.64	
BROOK AVE	1802824220019	CRAIG A & JUDY FREEMAN	4392	BROOK AVE	EDINA	55424				0.33	\$ 710.04	1/3 REU based on address
BROWDALE AVE	1802824210010	L DANFORD JR & K DANFORD	4401	BROWDALE AVE	EDINA	55424				1	\$ 2,151.64	
COOLIDGE AVE	1802824220029	CAROL B & WALTER SCHULTZ	4390	COOLIDGE AVE	EDINA	55424				0.33	\$ 710.04	1/3 REU based on address
FRANCE AVE S	0702824440073	KENNETH C DURR	4388	FRANCE AVE S	EDINA	55410	3	2	10683	10.68	\$ 22,985.96	Business (REU 1.5 per 1000 gross sf / 3 accesses x 2 accesses on W 44th St)
FRANCE AVE S	0702824440134	LINHOFF COLOR PHOTO	4400	FRANCE AVE S	EDINA	55410	2	1	4005	3.00	\$ 6,462.99	Business (REU 1.5 per 1000 gross sf / 2 accesses)
ETON PL	0702824440091	THOMAS & NANCY BRAY	4315	ETON PL	EDINA	55424				0.33	\$ 710.04	1/3 REU based on address
	0702824440101	INGRID, BERTRAM, JUDITH, & JEFFREY LEMUNYON	4316	ETON PL	EDINA	55424				1	\$ 2,151.64	
MACKEY AVE	1802824220020	MARY JAX ESAU	4393	MACKEY AVE	EDINA	55424				0.33	\$ 710.04	1/3 REU based on address
WOODDALE AVE	0702824430144	D W JONE & D E AUBOURG	4385	WOODDALE AVE	ST. LOUIS PARK	55424				0	\$ -	ST. LOUIS PARK ASSESSMENT
	0702824340053	J BECKSTRAND & M M HERRMAN	4386	WOODDALE AVE	ST. LOUIS PARK	55424				0	\$ -	ST. LOUIS PARK ASSESSMENT
Total										106.90		

TOTAL STREET PROJECT C \$ 1,150,000.00
 Total Assessable Cost \$ 230,000.00
 Total Assessable REU's \$ 106.90
 ASSESSABLE COST PER F \$ 2,151.64

Current Land Use Class	REU	Notes
Residential - Single Family Dwelling	1	1
Residential - Two Family, Duplexes, Quads	0.8	1
Residential - Apartments, Condominiums, Cooperatives, Nurseries, Convalescent Homes	0.5	1
Industrial	0.5	2,3
Office/Retail/Financial Institutions	1.5	2
Public Buildings - City	0.9	2
Public Buildings - Schools	0.2	2
Churches	0.8	2

Notes:
 1. Per Unit
 2. Per Gross Floor Area 1000 SF
 3. All uses allowed in Planned Industrial Development (PID) except offices and retail.



Preliminary Assessments
W 44th St
BA - 383

Legend

- Project Location
- 1 REU
- 1/3 REU
- 1.6 REU
- St. Louis Park Resident
- REU Varies

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January 4, 2011