

**MINUTES  
OF THE SPECIAL MEETING OF THE  
EDINA CITY COUNCIL  
HELD AT CITY HALL  
DECEMBER 11, 2012  
6:13 P.M.**

***I. CALL TO ORDER***

Mayor Hovland called the special meeting to order at 6:13 p.m.

***II. ROLL CALL***

Answering rollcall were Members Bennett, Brindle, Sprague, Swenson and Mayor Hovland.

***III. MEETING AGENDA APPROVED***

**Member Swenson made a motion, seconded by Member Bennett, approving the meeting agenda.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

***IV. PUBLIC HEARINGS HELD*** – Affidavits of Notice presented and ordered placed on file.

Engineer Houle provided a summary of Minnesota State Statutes Chapter 429 for special assessment of local improvements; funding for the projects by a combination of special assessments to residents and the City's Utility Funds; methodology used to determine the Residential Equivalent Unit (REU) for single-family homes and multiple factors used to determine REUs for commercial properties; four assessment payment options; and, property impacts that residents might expect.

Mr. Houle and Assistant Engineer Millner answered questions of the Council relating to the use of hydroseed as opposed to using sod in replanting boulevards and inspection and warranty of the roadwork portions that carried a two-year warranty.

Mr. Millner noted the Braemar Hills B, St. Patrick's Lane, and Gleason Circle Neighborhood Roadway Improvement Projects were combined into one feasibility study to create economies of scale for the bidding process due to their small individual size and geographic proximity to one another. The three projects would be presented as one case and public hearing with Council action taken separately for each project.

***IV.A. GLEASON CIRCLE RECONSTRUCTION, IMPROVEMENT NO. BA-397 – RESOLUTION NO. 2012-167 ADOPTED***

***IV.B. ST. PATRICK'S LANE RECONSTRUCTION, IMPROVEMENT NO. BA-396 – RESOLUTION NO. 2012-168 ADOPTED***

***IV.C. BRAEMAR HILLS B NEIGHBORHOOD ROADWAY RECONSTRUCTION, IMPROVEMENT NO. BA-395 – RESOLUTION NO. 2012-169 ADOPTED***

Assistant Engineer Millner identified the project area of the Gleason Circle reconstruction improvement, St. Patrick's Lane reconstruction improvement, and the Braemar Hills B Neighborhood roadway reconstruction improvements that had been initiated by the City as part of its Street Reconstruction Program. He described existing conditions, the proposed localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, upgrades to the water system such as replacement of gate valves and fire hydrants, and type and condition of curb and gutters proposed for spot repairs. The pavement would be recycled and a new street constructed. The projects included an upgrade to existing streetlights in the Braemar Hills B Neighborhood with no new sidewalks were proposed.

Mr. Millner indicated the preliminary project cost for the Braemar Hills B Neighborhood was estimated at \$704,112 with the City paying \$384,500 for utility improvements and \$319,612 to be assessed to benefitting properties for the street improvement. The preliminary project cost for St. Patrick's Lane was

## Minutes/Edina City Council/December 11, 2012

estimated at \$327,440 with the City paying \$171,500 for utility improvements and \$155,940 to be assessed to benefitting properties for the street improvement. The preliminary project cost for Gleason Circle was estimated at \$189,028 with the City paying \$104,000 for utility improvements and \$85,028 to be assessed to benefitting properties for the street improvement.

Mr. Millner explained that based on the REU total, the proposed assessment would equal \$9,310/REU and \$3,104/ 1/3 REU for Braemar Hills B Neighborhood; \$11,300/REU for St. Patrick's Lane; and, \$11,600/REU and \$3,866/ 1/3 REU for Gleason Circle. In the St. Patrick's Lane project, staff calculated the REUs for the Church of St. Patrick's based on the Average Daily Traffic (ADT) to the church and square footage. The average of those factors equaled 4.8 REUs for a total assessment of \$54,240. This calculation followed the City's past practice for calculating REUs for churches. Mr. Millner presented the project schedule. He indicated staff believed the project was necessary, cost effective, and feasible to improve the public infrastructure in the Braemar Hills B, St. Patrick's Lane, and Gleason Circle neighborhoods. Staff recommended authorization to complete plans and specifications for these three projects and take bids if the Council found this project to be necessary, cost-effective, and feasible.

Mr. Millner answered questions of the Council relating to inclusion of upgraded lighting in only one of the three projects. He explained St. Patrick's Lane was not considered for upgraded lighting because the cost would outweigh the benefit. He said staff would look at St. Patrick's Lane to determine whether conduit lines existed to allow placing an additional streetlight. It was noted that adding such a streetlight would not impact costs to residents. The Council noted the City had received a higher percentage of response from St. Patrick Lane related to streetlights.

With regard to the traffic counts taken on St. Patrick's Lane while school was not in session, Mr. Millner indicated an additional traffic count had not been conducted because it was not feasible to do so during winter weather. He explained that since counts were considered in two different ways (ADTs and gross floor area) and resulted in a similar REU count, staff believed it had adequately addressed the Church's REUs.

The Council indicated the method of averaging ADTs and gross floor area was not within the City's Residential Assessment Policy. Mr. Millner stated it was within the City of Edina's Municipal State Aid (MSA) Policy adopted by the Council in September 2010 and detailed how to assess commercial and church properties. That formula was used since the City's Residential Assessment Policy did not include such a calculation. The Council asked staff to make that cross reference to assure clarity since this issue had come up in the past.

Mr. Millner described the proposed fire hydrant upgrades and process to rate pavement from 1 to 100 using the Pavement Condition Index (PCI). If the rating was under 45, the City considered reconstruction and the pavement in these three projects ranged from 18 to 25, with an average of 20.

The Council discussed the methodology used to compute REUs for a church. Mr. Millner displayed the conversion chart used to calculate the REUs for apartments, condominiums, retail, schools, and churches. The Council noted the City's Assessment Policy was specific in calculating REUs for park properties. The City's MSA Policy was specific in calculating REUs for commercial properties. However, the City's MSA Policy did not reference using ADTs in calculating REUs. Mr. Millner stated staff had looked at church and commercial assessments from 2005 through today and found all had used this methodology. Mr. Houle described the calculation used per the City's Special Assessment Policy to determine ADTs.

Mayor Hovland opened the public hearing at 6:46 p.m.

### Public Testimony

Marc Donnelly, 6821 St. Patrick's Lane, addressed the Council.

**Member Swenson made a motion, seconded by Member Brindle, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

**Member Brindle introduced and moved adoption of Resolution No. 2012-169, ordering improvement for Braemar Hills B Neighborhood Roadway Reconstruction Improvement No. BA-395.** Member Sprague seconded the motion.

Rollcall:  
Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

The Council indicated its preference to determine REUs based on the City's written and adopted policy because it would be more transparent, clear, and consistent. Under that adopted policy, the Church of St. Patrick's would be assessed 5.4 REUs. The Council asked staff to include seasonal averages when calculating ADTs for churches and advise whether there were alternate methods to assign REUs. Mr. Houle indicated if approved, Resolution No. 2012-168 would be revised to reflect 5.4 REUs to St. Patrick's Church, which would result in lowering the St. Patrick's Lane assessment from \$11,300/REU to \$10,829.17/REU.

**Member Swenson introduced and moved adoption of Resolution No. 2012-168, ordering improvement for St. Patrick's Lane Reconstruction Improvement No. BA-396, as amended to charge 5.4 REUs to the Church of St. Patrick's based on written and adopted policy.** Member Brindle seconded the motion.

Rollcall:  
Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

**Member Sprague introduced and moved adoption of Resolution No. 2012-167, ordering improvement for Gleason Circle Reconstruction Improvement No. BA-397.** Member Bennett seconded the motion.

Rollcall:  
Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

***IV.D. LAKE EDINA NEIGHBORHOOD ROADWAY RECONSTRUCTION, IMPROVEMENT NO. BA-398 – RESOLUTION NO. 2012-170 ADOPTED***

Assistant Engineer Millner summarized the Lake Edina Neighborhood roadway reconstruction improvement that had been initiated by the City as part of the City's Street Reconstruction Program. He identified the project area, described existing pavement conditions with a PCI in the low 20s, and proposed improvements involving localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, upgrades to the water system such as replacement of gate valves and fire hydrants, curb and gutter spot repair, reconstruction of bituminous pavement, potential sidewalk, and sound wall beautification that involved pressure washing the concrete sound wall and continuing the planting style implemented at Larkspur Lane. No new streetlights were proposed. Mr. Millner stated if approved, staff would work with the resident who expressed concern relating to the curblines at the intersection of Hibiscus Avenue and West Shore Drive.

Mr. Millner noted the Edina Transportation Commission (ETC,) following their review of the proposed project, had suggested consideration of sidewalks. Staff recommended sidewalks on the east side of Normandale Road from West 70<sup>th</sup> Street to Hibiscus Avenue and on the north side of Hibiscus Avenue from Normandale Road to Kellogg Avenue. He described how the curblines could be shifted to accommodate boulevards and sidewalks and not impact the existing 30 trees.

## Minutes/Edina City Council/December 11, 2012

Mr. Millner stated the preliminary project cost was estimated at \$5,587,500 with the City paying \$2,495,000 for utility improvements and benefitting properties assessed \$3,092,500. The assessment would be \$12,500/REU (\$12,300 for the roadway and \$200 for the sound wall). The multi-family units would be assessed .6 and .8 REUs using the calculation methodology contained in the City's MSA policy. Mr. Millner presented the project schedule. He indicated staff believed the project was necessary, cost effective, and feasible to improve the public infrastructure in the Lake Edina neighborhood. Staff recommended authorization to complete plans and specifications for this project and take bids if the Council found this project to be necessary, cost-effective, and feasible.

The Council asked about the impact should the sidewalk be delayed but the road constructed at 28 feet wide in case this sidewalk becomes part of the City's Comprehensive Sidewalk Plan. Mr. Millner stated that would be a feasible option. The Council asked about the process to approve a sidewalk along Kellogg Avenue to connect with the Lake Edina pathway that would appear in the 2013 Capital Improvement Plan (CIP). Mr. Houle stated that could be included in the Council's motion on this project or staff could be directed to prepare plans and specifications and vet it publicly at a hearing.

Mr. Millner explained the sidewalk was recommended for the east side of Normandale Road and the north side of Hibiscus Avenue because there was not room in the west boulevard until past Larkspur Lane and Aspasia Lane, it would have impacted landscaping along Larkspur Lane, to reduce the number of crossings, and since there were no stop conditions along Normandale Road.

At the request of the Council, Mr. Millner presented additional stormwater detail for Hibiscus Road and West Shore Drive, for a low and landlocked area with an under-designed stormwater pipe. He described the stormwater reconstruction anticipated to address clogged storm drains and ponding water at the areas identified by the Council.

Manager Neal responded to the Council's question related to the number of trash trucks on City streets each week and mixed survey response on whether the City should move to organized hauling. It was noted the Energy and Environment Commission could be asked to consider organized hauling as part of its 2013 Work Plan.

The Council asked staff to address the questions raised in the survey. Mr. Houle stated staff could ask Mn/DOT to analyze the height of the sound wall; however, it was doubtful such a project would receive funding until well into the future since the Mn/DOT sound wall budget was only \$1-2 million/year and it completed one to two projects each year. In addition, this section of sound wall was not identified in Mn/DOT's priority list. Mr. Houle indicated staff could review the status of the right on red turning movement on 70<sup>th</sup> Street. He recommended the West Shore Lane and Hibiscus Avenue intersection be considered post construction, after it was realigned, to determine whether it met warrants for a stop sign.

The Council addressed residents' concerns with sidewalk snow removal and reviewed City policy, noting the West 42<sup>nd</sup> Street draft feasibility study indicated the City would be responsible for maintenance and snow removal on five-foot sidewalks. Mr. Houle indicated that had not been the City's practice, which was to maintain the sidewalk and remove snow only if it was a school destination or adjacent to an MSA roadway. In local neighborhoods, the adjacent homeowner was responsible for sidewalk maintenance and snow removal.

The Council discussed the timing, alignment, and funding for the Nine Mile Creek trail connections. Mr. Millner explained if sidewalk were to be installed, the road alignment would have to be shifted three feet. The Council clarified that this sidewalk segment was not in the Comprehensive Sidewalk Plan and would not meet past practice of the City. A study of the feasibility of a sidewalk had been requested at an ETC meeting. The ETC had not recommended inclusion of sidewalks but that the option be studied.

Mayor Hovland opened the public hearing at 7:31 p.m.

Public Testimony

Thomas Wexler, 7520 Cahill Road, addressed the Council.

Charles Wojack, 7212 Trillium Lane, addressed the Council.

Lisa Koenig, 4905 Larkspur Lane, addressed the Council.

Elizabeth Horstman, 4708 Hibiscus Avenue, addressed the Council.

Thomas Lyon, 7208 Trillium Lane, addressed the Council.

Robert Winder, 6533 Parnell Avenue, addressed the Council.

Don Anderson, 4908 Larkspur Lane, addressed the Council.

David Born, 4701 Hibiscus Avenue, addressed the Council.

TJ Rink, 7252 Monardo Lane, addressed the Council.

Gary Freie, 4921 Trillium Lane, addressed the Council.

Gretchen Schellhas, 7252 Monardo Lane, addressed the Council.

**Member Swenson made a motion, seconded by Member Brindle, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Messrs. Millner and Houle addressed issues raised during public testimony. Staff clarified the intent was to save existing plantings along the sound wall and to install drought-resistant plants that carried a three- to four-year maintenance period, after which the plants would be hardy enough to handle a drought year. It was noted an irrigation/public hydrant was problematic and while the City had equipment to water plants, residents were encouraged to adopt and care for the plantings after the maintenance period.

The Council clarified the new franchise fee was earmarked for missing sidewalk links, not for rebuilding the golf dome. With regard to the sidewalk proposal, the Council discussed whether to construct the roadway at a narrower width of 28 feet to preserve the ability to accommodate a sidewalk in the future. Mr. Houle explained that elimination of the sidewalk would not reduce the assessment due to the additional cost for boulevard and reseeding. The Council voiced support for allowing additional time to define sidewalk priorities and update the City's Comprehensive Sidewalk Plan on a Citywide basis. **Member Sprague introduced and moved adoption of Resolution No. 2012-170, ordering improvement for Lake Edina Neighborhood Roadway Reconstruction Improvement No. BA-398, excluding the sidewalks.** Member Brindle seconded the motion.

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

***IV.E. NORMANDALE NEIGHBORHOOD ROADWAY RECONSTRUCTION, IMPROVEMENT NO. BA-394 – RESOLUTION NO. 2012-171 ADOPTED***

Toby Muse, Short, Elliot, Hendrickson Inc., SEH, summarized the Normandale Neighborhood roadway reconstruction improvement that had been initiated by the City as part of its Street Reconstruction

## Minutes/Edina City Council/December 11, 2012

Program. He identified the project area, described existing conditions, bicycle routes, and pathways. Mr. Muse described the existing conditions of the watermain, trunk sanitary sewer, and service pipes. The proposed improvement involved water and sewer service pipe reconstruction, rehabilitation of the trunk sanitary sewer, upgrades to the storm sewer system, upgrades to water system such as replacement of gate valves and fire hydrants, curb and gutter spot repair, reconstruction of bituminous pavement and potential multi-use path. Mr. Muse described pathway Options A and B, indicating either was feasible to include with this project or as a separate project.

Mr. Muse reviewed changes made to the program related to estimated service costs and indicated residents had been provided with two options to upgrade sanitary sewer service line: 1) use a private contractor; or, 2) use the City's contractor at a fixed cost. This fixed cost would not change at bid opening or any time during the project. The preliminary project cost was estimated at \$3,553,000 with the City paying \$2,283,000 for utility infrastructure; curb and gutter, multi-use path and lighting improvements, and benefitting properties assessed \$1,270,000 (\$175,000 for sanitary sewer service pipe between the trunk pipe and right-of-way line and \$1,095,000 for street improvements). The estimated assessment per REU would be \$12,300-\$14,800 (\$12,300 for street reconstruction and \$2,500 for sanitary sewer service, if completed). Residents had been encouraged to obtain private contractor quotes to determine whether the fixed cost was competitive. He indicated staff believed the project was necessary, cost effective, and feasible to improve the public infrastructure in the Normandale neighborhood. Staff recommended authorization to complete plans and specifications for this project and take bids if the Council found this project to be necessary, cost-effective, and feasible.

At the request of Council, Mr. Muse reviewed the properties that would receive just a street assessment and properties that would receive both a street assessment and sewer service connection upgrade. Mr. Houle indicated staff encouraged also upgrading the sewer line to the house to avoid future repairs. It was noted the streets in the Normandale neighborhood had a PCI of 23.

Mayor Hovland opened the public hearing at 8:37 p.m.

### Public Testimony

Robert Winder, 6533 Parnell Avenue, addressed the Council.

Mark Lawrence, 6508 Parnell Avenue, addressed the Council.

Scott Forbes, 6516 West Shore Drive, addressed the Council.

Ralph Peterson, 6509 Parnell Avenue, addressed the Council.

Robert Keller, 6500 Parnell Avenue, addressed the Council.

Barb Kunz, 6516 West Shore Drive, addressed the Council.

Gary Rosen, 6500 West Shore Drive, addressed the Council.

Phillip Dugan, 6324 Parnell Avenue, addressed the Council.

Todd Cullen, 6401 Parnell Avenue, addressed the Council.

Skip Thomas, 6525 Parnell Avenue, addressed the Council and presented information from Dan Moffatt, 6433 Parnell Avenue.

**Member Swenson made a motion, seconded by Member Bennett, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

Paul Pasko, SEH, addressed issues raised during public testimony. He explained the estimate included the cost to remove and to reconstruct the roadway. Current pavement depth on average was two inches and would be four inches post project. Mr. Pasko explained how estimates were calculated based on previous Edina projects with corrections for inflation. Mr. Houle reviewed the process for 429 (assessed) projects and how preliminary estimates were undertaken. He noted that for projects undertaken within the past few years, the differential had been about 20% between the estimated assessments and final assessments. Mr. Houle stated access would be provided for emergency services during the project and residents were encouraged to notify the City of residents with special medical needs to assure those needs were met. With regard to using a project manager, Mr. Houle explained City staff does not have the capacity to manage all of the projects each year so a consultant engineer was retained to prepare the design work and the contractor managed the project. The Council noted the City was behind schedule in reconstruction projects and it was more economical to engage consulting engineers, when needed, rather than hiring additional engineers as employees. In addition, complex projects with utility reconstruction were usually outsourced. Mr. Houle indicated staff liaisons were also attached to each project to assure resident's concerns were answered. Mr. Houle explained if property owners had upgraded their sanitary sewer services in the last 15 years, the property would be waived from having additional updates.

The Council discussed the proposed bicycle path and concerns expressed related to loss of trees and environmental damage. Mr. Houle stated this was a comment from the ETC and the Edina Bike Task Force to consider a bicycle facility because more bicycle traffic would be attracted once the pedestrian bridge over Crosstown (included in the 2014-2015 CIP) was improved. He noted this was designated as a secondary, not primary, bicycle route so he would suggest taking no action to allow time for additional study and public input. It was noted that West Shore, between 66<sup>th</sup> Avenue and 64<sup>th</sup> Avenue, was 30 feet in width, not wide enough to accommodate bike lanes, parking, and two-way traffic. In addition, bike lanes normally come in pairs (north/south or east/west).

Mr. Millner stated if the project moved forward, staff would contact Xcel Energy about the power line encroachment mentioned by Mr. Keller. Mr. Neal stated staff would research options raised during public testimony related to Veterans' Preference. The Council acknowledged the State Statutes required the assessment to be commensurate with an increase in value; however, it was not guaranteed. It was noted that Curb and gutter costs had been moved to the Utility Fund to help keep the assessment cost in line with increase in value to benefitted properties.

The Council agreed this was demonstrated to be good location for a bicycle path due to the location of the park and school; however, there was need for additional public input on this potential bicycle path and possibly linking it with the pedestrian bridge over Crosstown. The Council asked staff to address the lack of lighting along 66<sup>th</sup> Street, along the bituminous walkway. Mr. Houle indicated a policy for lighting pathways could be part of the Comprehensive Sidewalk Plan. **Member Swenson introduced and moved adoption of Resolution No. 2012-171, ordering improvement for Normandale Neighborhood Roadway Reconstruction Improvement No. BA-394, excluding the pathway.** Member Brindle seconded the motion.

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

Mayor Hovland called for a brief recess at 9:25 p.m. The meeting was reconvened at 9:27 p.m.

**IV.F. MENDELSSOHN A NEIGHBORHOOD ROADWAY RECONSTRUCTION, IMPROVEMENT NO. BA-393 – RESOLUTION NO. 2012-172 ADOPTED**

## Minutes/Edina City Council/December 11, 2012

Mr. Millner summarized the Mendelssohn A Neighborhood roadway reconstruction improvement that had been initiated by the City as part of its Street Reconstruction Program. He identified the project area and explained that Interlachen Country Club was not proposed to be assessed because it did not have access to Belmore Lane or Maloney Avenue and assessments were assigned to adjacent property that stood to benefit. Mr. Millner described existing conditions, noting residents of Spruce Road, currently 14 feet wide, were presented with design options. He presented the proposed improvement for localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, upgrades to the water system such as replacement of gate valves and fire hydrants, curb and gutter spot repair, and reconstruction of bituminous pavement.

The preliminary project cost was estimated at \$1,824,259 with the City paying \$780,000 for utility improvements, and benefitting properties assessed \$1,044,259 for street improvements. The estimated assessment would be \$16,150 per REU and \$5,384 per 1/3 REU along Blake Road. He indicated staff believed the project was necessary, cost effective, and feasible to improve the public infrastructure in the Mendelssohn A neighborhood. Staff recommended authorization to complete plans and specifications for this project and take bids if the Council found this project to be necessary, cost-effective, and feasible.

The Council noted a home on the north side of Spruce Road at Blake Road was within the City of Hopkins' limits; however, its driveway was accessed via the Edina portion of Spruce Road. Mr. Houle indicated staff could work with the City of Hopkins to reach agreement for it to pay its fair portion (\$5,384 for a 1/3 REU) of access to Spruce Road. He noted this would be similar to Second Street where the border was down the middle so Edina picked up its fair share of that cost.

The Council discussed the Interlachen gate that linked to Belmore Lane, adjacent to a driving range, that was wide enough for maintenance equipment to drive through. In addition, there was a pond immediately adjacent to Belmore Lane. It was indicated that Interlachen was self contained and maintained that pond from the golf course side. Mr. Neal advised he had a conversation with Interlachen and they said they do not use Belmore Lane. Mr. Houle indicated when the Interlachen maintenance building was constructed, that resolution contained two points restricting access from Belmore Lane and Maloney Avenue. The Council considered whether heavy vehicles on the roadway, over the years, and intensive use during U.S. Opens had contributed to the need for this project. It was pointed out that while there had been historic benefit, the properties Interlachen owned outside the fence line had been sold and those new owners were sharing in this assessment. Mr. Millner noted the City would have to prove benefit through access in order to assess.

Mayor Hovland opened the public hearing at 9:42 p.m.

### Public Testimony

Greg Wilson, 6320 Belmore Lane, addressed the Council.

Mary McDonald, 6216 Belmore Lane, addressed the Council.

Steve Ward, 421 Blake Road South, addressed the Council.

Wendy Donovan, 317 John Street, addressed the Council.

Tim Dick, 309 Grove Place, addressed the Council.

David Dietrich, 404 John Street, addressed the Council.

Richard Windham, 6233 Belmore Lane, addressed the Council.

Ted Volk, 6301 Belmore Lane, addressed the Council.

**Member Swenson made a motion, seconded by Member Sprague, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Messrs. Houle and Millner addressed comments raised during public testimony. Mr. Houle indicated a 35-30 year life was anticipated on typical roadways, which could be extended through a seal coat and mill and overlay. However, today's roadways have only 1.5 to 2 inches of original asphalt so there was no opportunity to do a full mill and overlay. The proposed project would include four inches of blacktop so in the future, the roads could sustain a mill and overlay project. The PCI for this neighborhood was 25, on average. While the preferred PCI range was 75, the City's average PCI was 51, showing how far behind the City was with road reconstruction.

Mr. Millner explained the sanitary sewer was televised and spot locations found that were in need of repair but not as many issues were found with root intrusion or major damage. A sewer service project was not proposed since the main pipes were holding up. If approved, residents would receive a letter about the project informing them that they could upgrade their service pipe, if desired, for inclusion in the assessment.

Mr. Houle explained the methodology for determining REUs was trip based since each single-family residence contributed the same number of average trips. Instead of using front footage, it used one single-family residence as one REU, regardless of the front footage. The Council acknowledged the testimony indicating preference for paying a small yearly fee instead of being assessed. It was noted that funding street reconstruction with property taxes would equal an additional \$1,000 to \$2,000 each year in taxes, resulting in paying for the assessment several times over compared to being assessed under the current policy. Mr. Neal explained there had been a number of attempts to create something akin to a storm water utility, but for streets, and provide the ability for the City to charge a small monthly charge. The Minnesota Legislature has declined to give cities the authority to implement street utility fees.

The Council noted the issue relating to the number of trash trucks and impact to roadways had been addressed earlier in the meeting. Residents were informed they could work with their neighbors to contract with the same haulers to reduce the number of haulers in their neighborhood.

Mr. Millner indicated staff reviewed the Comprehensive Storm Water Management Plan for each project and would work with the property owner who raised concern about drainage. Staff had looked at putting a cul-de-sac at the end of Grove Street but there was not enough right-of-way. Mr. Millner indicated staff would look at improving storm sewer at the end of Grove Street as well as curbing. He explained the storm sewer costs were higher due to the sump drainpipe and areas of drainage problems that needed improvement. With regard to Interlachen having sanitary sewer access, Mr. Houle noted sewer improvements were covered by the Utility Fund. He explained that as a cost saving measure, projects had been pushed forward through the public hearing process so Edina could bid prior to other cities to receive more competitive bids. It was noted that 6221 Maloney Avenue submitted correspondence but was not indicated on the project map. Mr. Millner stated staff would verify the address was correct.

The Council acknowledged that this was a difficult project because of the relative size of the estimated assessment and the past benefit of the roadway to the Interlachen Country Club. Mr. Neal stated the intent of his previous comment was to address the City's legal obligation, not one of fairness. **Member Swenson introduced and moved adoption of Resolution No. 2012-172, ordering improvement for Mendelssohn A Neighborhood Roadway Reconstruction Improvement No. BA-393.** Member Brindle seconded the motion.

Rollcall:

**Minutes/Edina City Council/December 11, 2012**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

**V. ADJOURNMENT**

There being no further business on the Council Agenda, Mayor Hovland declared the special meeting adjourned at 10:30 p.m.

Respectfully submitted,

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Debra A. Mangen, City Clerk

Minutes approved by Edina City Council, December 18, 2012.

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James B. Hovland, Mayor

Video Copy of the December 11, 2012, meeting available.