REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL **Agenda Item #:** IV. C.

From: Wayne D. Houle, PE, Director of Engineering

Action ☒
Discussion ☐
Information ☐

Date: November 20, 2012

Subject: Resolution No. 2012-152 Receiving Feasibility Studies For 2013 Neighborhood Street Improvements

Action Requested:
Approve resolution No. 2012-152 receiving feasibility studies for:

1. BA-393 Mendelssohn A Neighborhood Roadway Improvements
2. BA-394 Normandale Neighborhood Roadway Improvements
3. BA-395 Braemar Hills B, BA-396 St. Patricks Lane, and BA-397 Gleason Circle Neighborhood Roadway Improvements
4. BA-398 Lake Edina Neighborhood Roadway Improvements

Information / Background:
The City Council has set these public hearings for December 11, 2012. Attached are the feasibility studies; please bring these feasibility studies to the December 11public hearings.

Attachments:
Resolution No. 2012-152
Feasibility Studies:

1. BA-393 Mendelssohn A Neighborhood Roadway Improvements
2. BA-394 Normandale Neighborhood Roadway Improvements
3. BA-395 Braemar Hills B, BA-396 St. Patricks Lane, and BA-397 Gleason Circle Neighborhood Roadway Improvements
4. BA-398 Lake Edina Neighborhood Roadway Improvements

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA393 Mendelssohn A 2013\PRELIM DESIGN\FEASIBILITY\PUBLIC HEARINGS\Item IV. C. Resolution No. 2012-152 Recieving Feasibility Studies for Neighborhood Street Reconstruction For BA-393 through BA-398.docx

RESOLUTION NO. 2012-152
RECEIVING FEASIBILITY STUDIES FOR
NEIGHBORHOOD STREET IMPROVEMENTS:
MENDELSSOHN A, IMPROVEMENT NO. BA-393
NORMANDALE, IMPROVEMENT BA-394; BRAEMAR HILLS B, IMPROVEMENT BA-395
ST. PATRICKS LANE, IMPROVEMENT BA-396;
GLEASON CIRCLE, IMPROVEMENT BA-397
LAKE EDINA, IMPROVEMENT BA-398

WHEREAS, at the request of Edina City Engineer, studies have been prepared by staff and consultant with reference to the proposed Improvement Nos. BA-393, BA-394, BA-395, BA-396, BA-397, and BA-398, the improvement of Mendelssohn A, Normandale, Braemar Hills B, St. Patricks Lane, Gleason Circle, and Lake Edina, and these studies are hereby received by the Council on November 20, 2012; and

WHEREAS, the studies 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 studies 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 $1,044,259 (BA-393), $1,270,000 (BA-394), $319,612 (BA-395), $155,940 (BA-396), $85,028 (BA-397), and $3,092,500 (BA-398).

2. A public hearing shall be held on such proposed improvement on the 11th day of December, 2012, in the Council Chambers of the City Hall at 6:00 p.m. and the Clerk shall give mailed and published notice of such hearing and improvement as required by law.

ADOPTED this 20th day of November, 2012.

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 November 20, 2012, and as recorded in the Minutes of said Regular Meeting.

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

_____
City Clerk

ENGINEERING DEPARTMENT
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

FEASIBILITY STUDY

MENDELSSOHN A NEIGHBORHOOD ROADWAY IMPROVEMENTS

Belmore Ln, Grove Pl, John St, Kresse Cir,
Maloney Ave and Spruce Rd

IMPROVEMENT NO. BA-393

November 14, 2012

ENGINEERING DEPARTMENT
CITY OF EDINA

I hereby certify that this feasibility study was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Chad A. Millner — 43790 — 11/13/12

Chad A.Millner — Reg. No. — Date

Approved Wayne D. Houle 11/13/12

Wayne D. Houle, PE — Date

Director of Engineering

FEASIBILITY STUDY – BA-393
ENGINEERING DEPARTMENT
CITY OF EDINA

MENDELSSOHN A NEIGHBORHOOD ROADWAY IMPROVEMENTS
NOVEMBER 14, 2012

SUMMARY:

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, and upgrades to fire hydrants, curb and gutter spot repair, and reconstruction of bituminous pavement.

The estimated total project cost is $1,824,259. Funding for the entire project will be from a combination of special assessment and utility funds. The estimated roadway construction cost is $1,044,259 and will be 100 percent funded by special assessments at a rate of $16,150 per REU. Utility improvements and repairs amount to $780,000 and will be funded through the respective utility fund.

The project can be completed during the 2013 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project includes Belmore Ln, Grove Pl, John St, Kresse Cir, Maloney Ave and Spruce Rd. The drawing below is a detailed project location map of the Mendelssohn A Neighborhood Roadway Improvement Project (Figure 1).

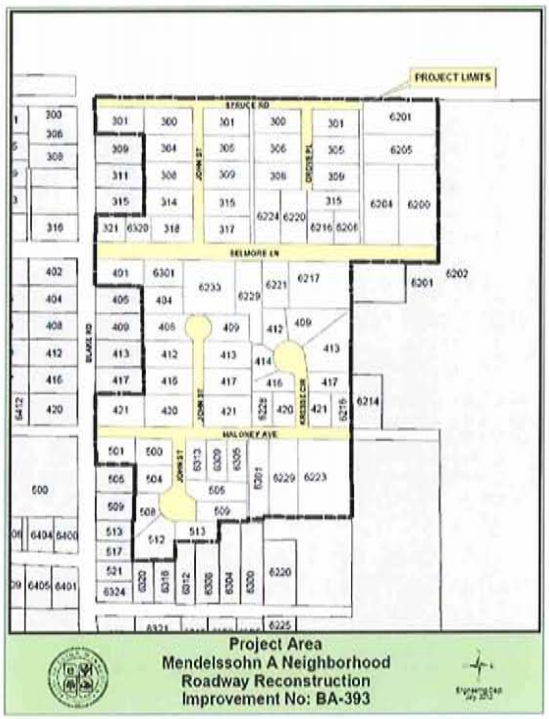


Figure 1. Project Area Map

INITIATION & ISSUES:

The Mendelssohn A Neighborhood project was initiated by the Engineering Department as part of the City's street reconstruction program and as identified in the Capital Improvement Program. This project addresses updating aging infrastructure issues associated with the pavement condition, storm water, sanitary sewer and watermain systems.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the draft Living Streets Policy Framework, and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities
Chapter 7 of the plan addresses locations of proposed sidewalks facilities and funding options within the City. As shown in Figure 7.10 of Appendix G there are no proposed sidewalk facilities indicated within the project limits.

Bicycle Facilities
Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As shown in Figure 7.11 of Appendix G a primary bike route is designated along Blake Road outside of the project limits.

City of Edina Comprehensive Water Resource Management Plan
The Mendelssohn A Neighborhood project is located within the Minnehaha Creek Watershed district. The Comprehensive Water Resource Management Plan indicates no storm water issues in the neighborhood. Further evaluation will be done by staff regarding drainage issues resulting from the questionnaires.

Draft Living Streets Policy Framework and Sustainability Evaluation

The Edina Transportation Commission (ETC) is currently developing a Living Streets Policy Framework, which will then progress to developing a Living Street Policy and Plan for the City, see attached Memo from HR Green and BARR Engineering; consultants helping the ETC with this project. The vision statement expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Although the Living Streets Policy and Plan has not been developed, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

Staff is also including a simple sustainability analysis for this project. This is the first year to include this analysis and we anticipate a more refined analysis in the future that will include review and input from a sustainability team.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment; such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy, what are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

The following is a list of issues, some generated by resident comments, addressed in this report:

- Storm water drainage
- Poor condition of existing pavement
- Existing landscaping, retaining walls, and driveways.
- Sanitary sewer and watermain deficiencies
- Existing mature trees
- Existing lighting
- North/South segment of Spruce Rd

Resident Input

As part of the Engineering Departments practice of notifying residents 18 - 24 months prior to a potential reconstruction project, the residents were invited to an Open House on September 22, 2011.

This meeting was followed up with a questionnaire sent to the property owners on July 13, 2012. The questionnaire was completed and returned by 38 of the 68 property owners, a return rate of 56%.

Due to the council's decision to amend the assessment policy to no longer include assessments for sidewalks and street lights and the potential creation of a franchise fee to funds these improvements, a second questionnaire was sent to the property owners on August 17, 2012. Questionnaire No. 2 was completed and returned by 31 or 67 property owners, a return rate of 46%. The full questionnaires and responses can be found in Appendix B and C.

The two key issues that were addressed in these questionnaires were the addition of new sidewalks and installation of decorative lighting. The responses to those questions are shown in Table 1.

MENDELSSOHN A IMPROVEMENT PROJECT –
Results from July 13, 2012 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
68	38	1	36	6	31
% of Returned Questionnaires	**56%**	**3%***	**95%***	**16%***	**82%***

MENDELSSOHN A IMPROVEMENT PROJECT –
Results from August 17, 2012 Questionnaire No. 2 Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
67	31	1	28	9	18
% of Returned Questionnaires	**46%**	**3%***	**90%***	**29%***	**58%***

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

Table 1. Results from Questionnaires

A neighborhood informational meeting was then held on August 8, 2012 to discuss the improvements planned for this neighborhood. The meeting was attended by 20 residents representing 17 properties. Input from this meeting have been included in Appendix D.

Due to the unique nature of the north / south segment of Spruce Road, a meeting was held onsite with residents whose property abuts this road. This segment of roadway and the right-of-way is 16-ft wide. Potential curb options were presented to the 6 properties represented. Input from this meeting has been included in Appendix E.

EXISTING CONDITIONS:

Public Utilities

Sanitary Sewer
Historical records indicate there have been only a few sewer backups or blockages in the area. The trunk sanitary sewer system has been televised and has been evaluated for areas that will need repair.

Watermain
The existing watermain system consists of cast iron pipe (CIP). The system has not experienced any breaks since being installed. The fire hydrants are original to the neighborhood and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

Storm Sewer
The storm sewer system is located within the legal boundary of Minnehaha Creek Watershed. Resident questionnaires commented on a few locations of localized surface drainage issues that will be addressed where feasible.

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. All the utilities are overhead with the exception of the gas lines and some of the communication.

Street lighting consists of standard "cobra head" lights mounted on wood poles that are typically located at intersections shown in Appendix K.

Streets

The majority of the roadways in this neighborhood were originally constructed in the early 1960's. The majority of the neighborhood currently has concrete curb and gutter and the roadway widths vary from 14 to 31 feet wide. The pavement condition varies throughout the neighborhood and is in relatively poor condition (Photos 1 & 2).

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Mendelssohn as calculated in June 2009 is 25. Examples of the raveling and alligator cracking can be seen in photos 1 & 2. The City of Edina recently hired a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100; with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

Street grades vary throughout the area with some areas that are extremely flat allowing storm runoff to collect along the edges of the roadway causing additional deterioration of the pavement.

In 2009, City street crews completed a thin overlay patch along the north / south segment of Spruce Road due to failed pavement conditions and to prevent city plows from gouging chunks of bituminous and throwing them towards boulevards.

The pavement throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

Photo 1. Existing Pavement Condition

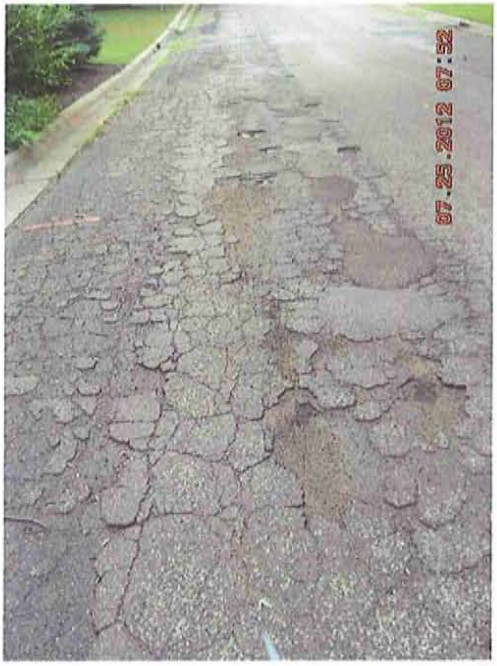


Photo 2. Existing Pavement Condition

Landscaping

Some properties have vegetation, hardscapes or other landscaped items within the City right-of-way. Many of these landscape items are located directly behind the curb or around existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work.

Traffic and Crash Data

City staff measured traffic volumes and speeds at five locations within or near the neighborhood. Average daily traffic volumes ranged from 55 to 273 cars per day with 85th percentile speed ranging from 22.9 to 27.4 mph. The traffic and crash data is shown in Appendix H and K.

PROPOSED IMPROVEMENTS:

The Mendelssohn A project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, and upgrades to fire hydrants, curb and gutter spot repair, and reconstruction of bituminous pavement.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Public Utilities

Sanitary Sewer
The trunk sanitary sewer has been televised and based on our evaluation portions of the trunk sewer will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods.

Watermain
Watermain upgrades include replacing all the gate valves and upgrading fire hydrants to City standard.

Storm Sewer
Spot repairs will be made to the concrete curb and gutter that are no longer functioning properly.

The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system.

Private Utilities

The local gas utility company, CenterPoint Energy, has indicated that they may upgrade or replace gas mains within the project limits. CenterPoint Energy may also coordinate moving gas meters to the exterior of the homes. This work is not part of the City's project but will be coordinated to occur prior to our construction activities.

The other privately utility owners have expressed some interest in upgrading some of their networks within the project limits.

Streets

The project will reconstruct the streets with a bituminous surface while maintaining the majority of the existing curb and gutter. The existing pavement will be recycled for use in the new roadway.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

The north / south segment of Spruce Road will remain 16-ft wide. The 16-ft existing width of the right-of-way limits the types of concrete curb and gutter that can be installed. Staff is recommending a 6-inch wide edger curb be installed along both edges of the pavement (Photo 3). The edger curb will be installed at the same elevation as the pavement. This will allow cars to utilize the entire width of the roadway when passing but yet protect the edge of pavement from snow plowing operations.

Photo 3. Example of Edger Curb

Residential Roadway Lighting

The questionnaire asked if residents wanted to reconstruct the street lights in the project area. The results from Table 1 show that property owners do not want to reconstruct the street lights. The lighting of the neighborhood is sufficient to delineate the intersections. Staff is recommending no revisions to the current street lighting.

Sidewalks

At the August 8, 2012 neighborhood informational meeting staff indicated to the residents that sidewalks were unlikely. This was based on both the results of the first questionnaire and the Comprehensive Plan.

The results of both questionnaires show limited support for sidewalks within this project. At their October 25 meeting, the Edina Transportation Commission (ETC) reviewed the proposed reconstruction plan for the neighborhood and is not recommending the addition of sidewalks.

RIGHT-OF-WAY & EASEMENTS:

The right-of-way for Maloney Ave and Belmore Ln is 65 feet wide. The right-of-way on all other streets is 40 feet wide; excluding the north / south portion of Spruce Rd which is 16 feet wide. All proposed improvements stay within the right-of-way and no additional easement requirements are anticipated.

PROJECT COSTS:

The total estimated project cost is $1,824,259 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from the start of the project to the final assessment hearing. Funding for the entire project will be from a combination of special assessment and utility funds. The estimated roadway construction cost is $1,044,259 and will be 100 percent funded by special assessments. Any new or replaced concrete curb and gutter is included under the storm sewer fund, not under the roadway special assessment. Utility improvements and repairs amount to $780,000 and will be funded through their respective utility fund.

Item	Amount	Total Cost
Roadway:	$1,044,259	
Roadway Total:		**$ 1,044,259**
Utilities:		
Storm Sewer	$ 411,000	
Watermain	$ 135,000	
Sanitary Sewer	$ 234,000	
Utility Total:		**$ 780,000**
Total Project:		**$ 1,824,259**

Table 2. Estimated Project Costs

ASSESSMENTS:

The assessments are based on the City's Special assessment policy, dated August 21, 2012. Based on the policy there are 64.66 residential equivalent units (REU). The assessments will be levied against the benefiting adjacent properties, see attached preliminary assessment role in the Appendix. The methodologies for calculating the REU's for properties other than one REU are described below:

Residential Corner Lots:

301, 321, 401, 421, and 501 Blake Road, 0.33 REU = (1 REU) x (1/3 side yard)

The estimated assessment per REU is $16,150 (Figure 2).

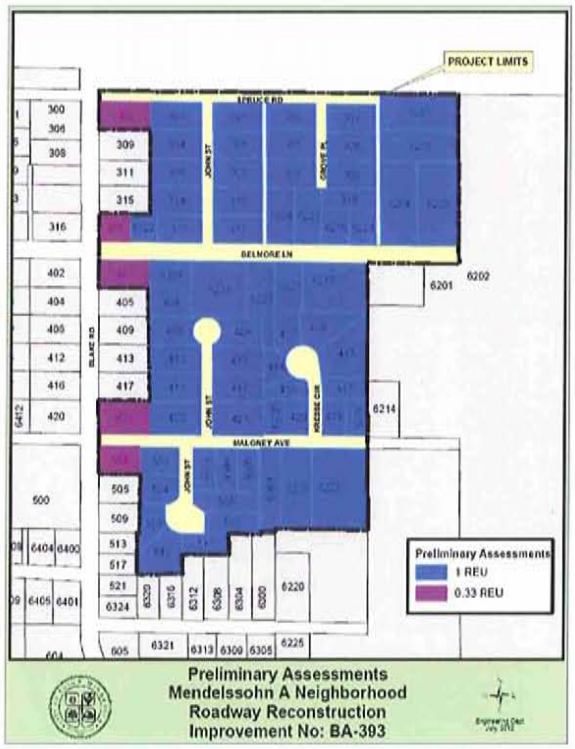


Figure 2. Preliminary Assessment Map

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

Project Open House 2011	September 22, 2011
Neighborhood Informational Meeting	August 8, 2012
ETC Feasibility Study Review	October 25, 2012
Receive Feasibility Report and Public Hearing	December 11, 2012
Bid Opening	March/April 2013
Award Contract	Spring 2013
Begin Construction	Spring 2013
Complete Construction	Fall 2013
Final Assessment Hearing	Fall 2014

FEASIBILITY: Staff believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Mendelssohn A Neighborhood.

APPENDIX:

A. 2011 Open House Meeting Letter and Presentation
B. Property Owners Questionnaire
C. Property Owners Questionnaire No. 2
D. 2013 Neighborhood Roadway Reconstruction Informational Meeting
E. Mendelssohn Neighborhood Roadway Reconstruction – Spruce Road Meeting
F. Preliminary Assessment Roll
G. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
H. 2013 Mendelssohn Traffic and Crash Data
I. Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework
J. Recommendation to Set Public Hearing, Notice of Public Hearing to Residents and Notice of Public Hearing Advertisement
K. Edina Transportation Commission Review Data and Meeting Minutes
L. Resident Correspondence

APPENDIX A

2011 Open House Meeting

Mendelssohn A Neighborhood Roadway and Utility Improvements

September 9, 2011

RE: 2013 Roadway and Utility Improvements

Dear Resident:

The City of Edina has initiated the process of roadway and utility improvements for the summer of 2013 for your neighborhood. The first step is to have an open house to familiarize you with the City's process for street reconstruction.

You are invited to attend an open house on Thursday, September 22, 7:00 p.m. at the Public Works and Park Maintenance Facility, located at 7450 Metro Boulevard. The meeting will consist of a short presentation starting at 7:15 p.m. with question and answer to follow. The presentation will cover topics such as "How are streets selected for reconstruction; Who funds the project; Special assessment; What can I expect during construction; How can I stay informed." Please keep in mind that this meeting will not cover project specific details, that meeting will come at a later time.

The exact amount that you will be assessed for this project will not be available in time for the open house; however, based on past projects, you can expect the amount to be between $6,000 to $9,000.

To better communicate the overall happenings of the project, the City has introduced the City Extra e-mail notification service. This service is free and allows individuals to sign up to receive e-mail messages from the City on a variety of topics. To sign up for the service go to the City Extra website at http://cityextra.cityofedina.com and place a check mark in the box next to your neighborhood project name (**Mendelssohn A**). Please contact the City at 952-927-8861 if you are having trouble signing up for City Extra.

If you cannot attend the open house and have questions on the process please contact either Assistant City Engineer Jack Sullivan at 952-826-0445 or email at jsullivan@ci.edina.mn.us or Project Manager Jamie Cynor at 952-826-0440 or email jcynor@ci.edina.mn.us.

Sincerely,

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

OPEN HOUSE

for

2013 Neighborhood Roadway Improvements

9/22/2012

WHY ARE WE HERE?

- For Engineering staff to communicate to residents the reconstruction process directed by Council
- Staff is not here to debate the process but rather to educate and to gather input from residents
- Council determines if a street reconstruction project proceeds

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

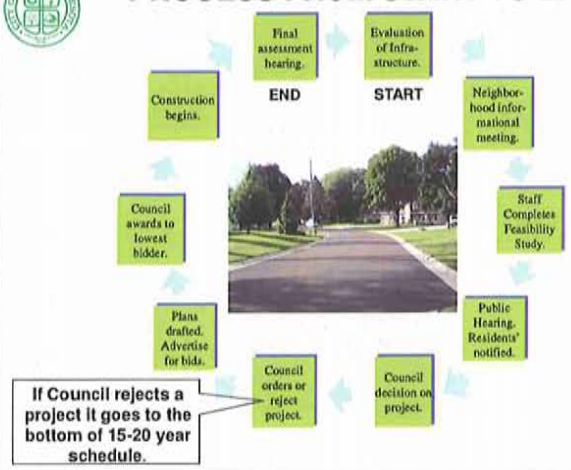
Questions

TYPICAL TIMELINE

FROM FIRST NOTIFICATION TO END OF CONSTRUCTION

April	Kick-off informational letter to residents
May	Open House (for preceding two years)
July / August	Neighborhood Informational Meeting – draft project plans and estimated costs are provided
December / January	Feasibility Report and Public Hearing
January / February / March	Plan Preparation / Bidding
April / May	Construction Begins
October / November	Construction Complete
Following Spring	Warranty Work
Following Summer / Fall	Final Assessment Hearing

PROCESS FROM START TO END



AGENDA – change background to new style??

Introductions

Road Reconstruction Video

Presentation

1. Process
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Questions

FUNDING

Special Assessment pays 100% of the following (approximately $x,000 to $xx,000 per Residential Equivalent Unit (REU):

- Roadway – replacing entire roadbed
- Sidewalks
- Decorative Streetlights (optional)
- Traffic Management (optional)

FUNDING

The **Utility Fund** which covers sanitary sewer, storm sewer and watermain pays 100% of the following:

- Curb & Gutter (will be added or may be replaced)
- Sanitary Sewer – trunk pipe only within the roadway
- Storm Sewer – trunk pipe within roadway and within easements on private property
- Watermain – trunk pipe in roadway up to the curb stop of private property
- Sump Pump Pipe – for residents to connect sump pumps

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
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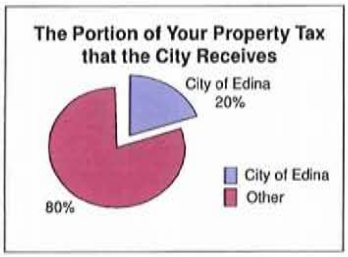
Questions

WHAT DO YOUR TAXES PAY FOR?



Allocation

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

SPECIAL ASSESSMENTS – PAYMENT OPTIONS

AGENDA

Introductions

Road Reconstruction Video

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6. What can I do to prepare for the project?

Questions

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-offs 24-hrs in advance.

HOW CAN YOU GIVE INPUT AND STAY INFORMED?

- www.EdinaMN.gov

  Visit our website regularly. Information from open houses and other communications are archived on our website.

- edinamail@EdinaMN.gov

  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

RESIDENT QUESTIONNAIRE

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

- Sump Pump Discharge Service Line – do you have one and the location?
- Residential Roadway Lighting – do you want decorative street lights, style and pole location?
- Pedestrian Issues – what are the issues and do you favor sidewalks?
- Private Underground Utilities – do you have underground lawn irrigation and pet containment?
- Local Drainage Problems – have you noticed drainage issues in the neighborhood?

AGENDA

Introductions

Road Reconstruction Video

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1. Process
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Questions

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- That the City will keep you informed of activities
- Private utility companies updating their systems prior to City's contractor
- Dusty, noisy, muddy (watering trucks will help to keep dust down)
- May be asked to limit water use

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- Irrigation system and pet containment may be damaged. The irrigation system will not be fixed until the end of the project.
- 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.

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May be connected to temporary water

19

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access your driveway for up to seven days

20

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access the roadway for a few hours. Some days it may not be accessible by vehicle. Contractor will accommodate special needs.

21

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

22

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

23

THANK YOU

24

AGENDA

Introductions

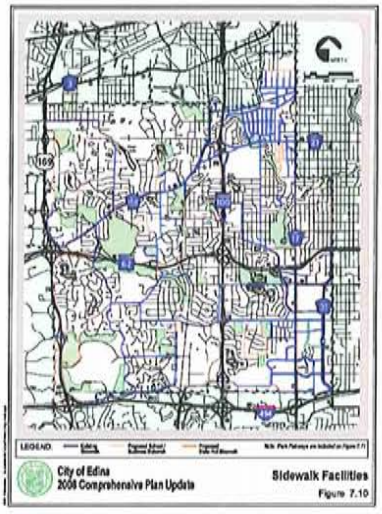
Road Reconstruction Video

Presentation

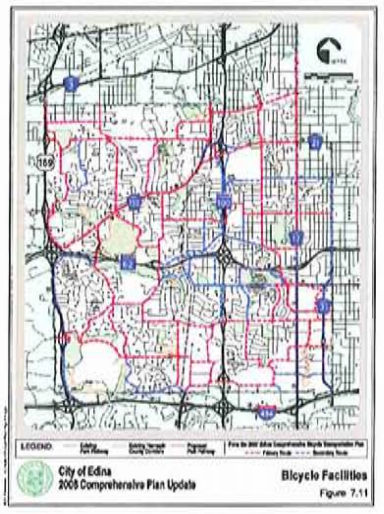
1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

SIDEWALK FACILITIES

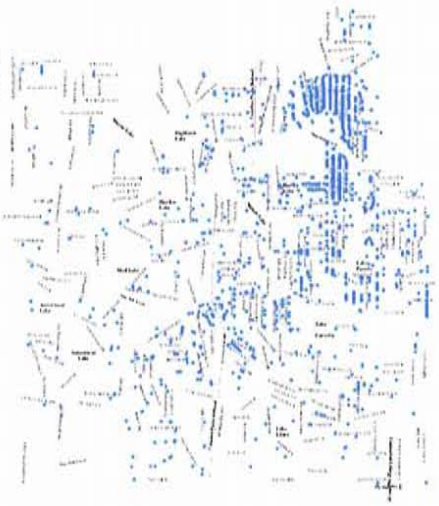


BICYCLE FACILITIES



Bike Edina Task Force – Bike Routes

WATERMAIN BREAKS



SEWER BLOCKAGES

APPENDIX B

Property Owners Questionnaire

July 13, 2012

2013 Neighborhood Roadway Reconstruction

Mendelssohn A Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. See the attached map identifying your project area.

Please save the date of **Wednesday, Aug. 8** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by July 30.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2014. The special assessment is payable over 10 years.
- The special assessment typically includes cost of the new roadway, sidewalk and streetlights. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

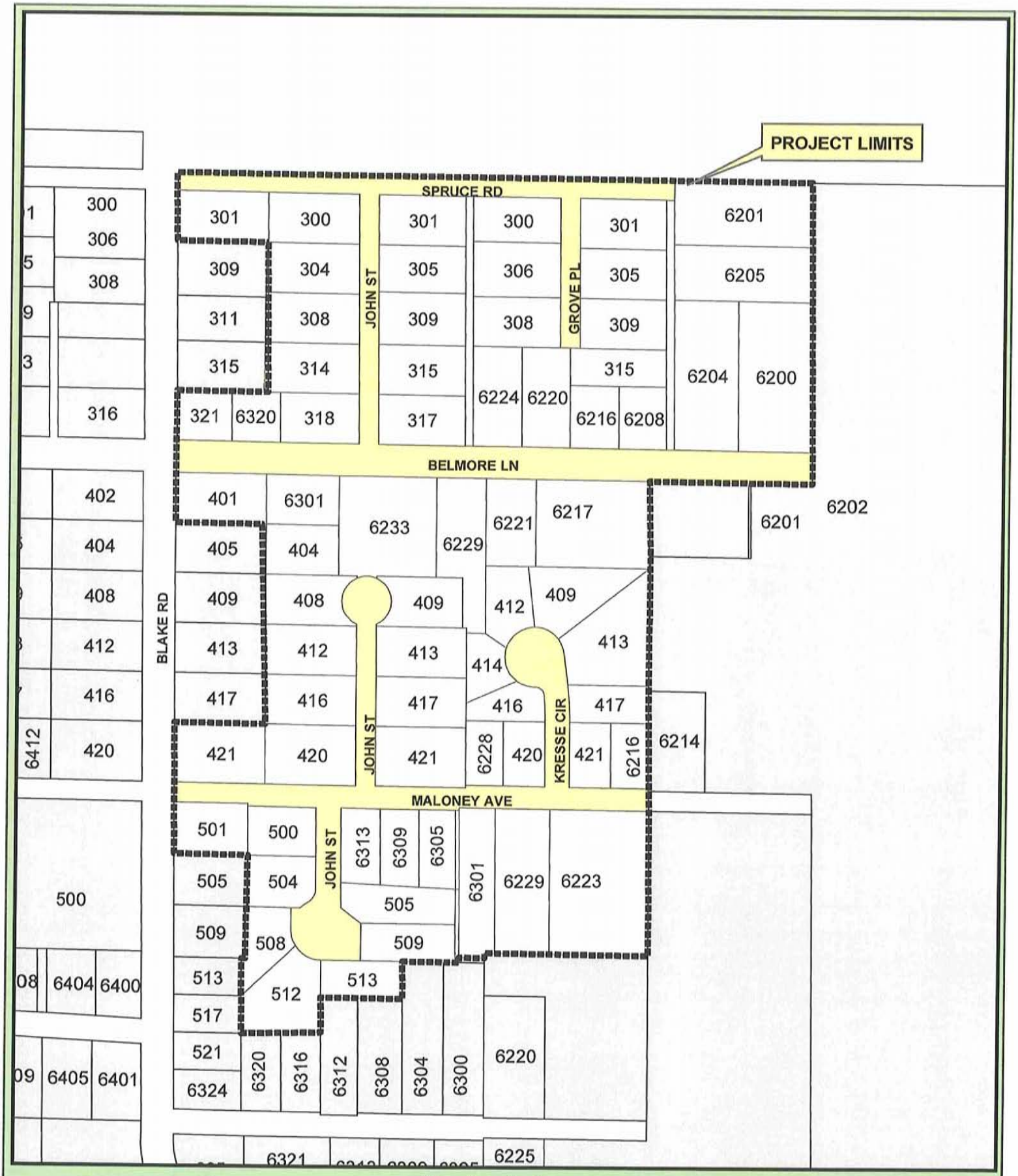
After we review questionnaire responses, we will continue the project planning process. We will present detailed project plans in October or November, followed by a public hearing in December or January. Construction will begin in spring/early summer and end in late fall of 2013.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope



Project Area
Mendelssohn A Neighborhood
Roadway Reconstruction
Improvement No: BA-393

CITY OF EDINA, MINNESOTA

N
W E
S

Engineering Dept
July, 2012

Resident Questionnaire

Mendelssohn A
Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

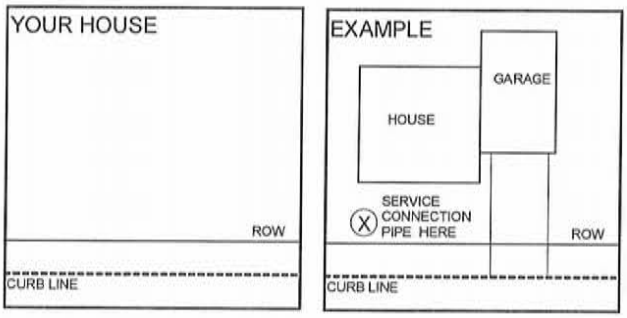
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

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.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

_____

_____

_____

_____

III. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' 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

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to IV. A.

Acorn:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

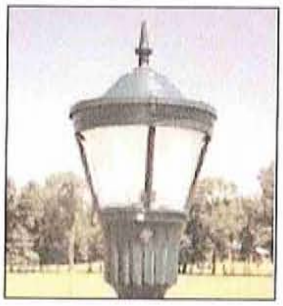
Arlington Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Round Lantern:

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



Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

C. Please describe 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. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

❒ Front Door ❒ Other

B. If other, please explain.

_____

_____

_____

VIII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by July 30.**

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Mendelssohn A Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 8/8/12

Surveys sent: **68** Surveys returned: **34** Return rate: **50%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?
Yes: **11** No: **14** Unknown: **11**

B. Does your home have a sump pump?
Yes: **12** No: **20** Unknown: **1**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?
Yes: **2** No: **21**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?
Yes: **0** No: **29**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
Yes: **4** No: **30**

B. Do you have an underground electric pet containment system in the City's right-of-way?
Yes: **3** No: **30**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?
Yes: **6** No: **27**

IV. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?
Yes: **1** No: **33**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?
Yes: **3** No: **30**

VI. Construction Update (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?
Front Door: **27** Other: **7**

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?
Yes: **27** No: **5**

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MENDELSSOHN A
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:	REM
Last Date Data Entered:	September 10, 2012
Due Date:	July 30, 2012
Questionnaires Sent Out:	68
Questionnaires Returned:	38
Percent Returned:	56%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line: Drainage of Footing Drain			Has a Sump Pump			Willing to Connect to City		Willing to Connect Roof		Drainage	Private Underground Utilities: Irrigation sys. in blvd.		Pet containment system		Residential Roadway Lighting Option: Pavers Upgrading		Preferred Styles				Pedestrian Issues: Sidewalk Need		Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues	Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates: Access to email	
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Local Drainage Problems																						
House #	Street Name												Explain	Yes	No	Yes	No	Yes	No	Acorn	Cobrah	Arlington	Round Latern	Yes	No			Yes	No	If yes, where?	Front Door	Other	Yes	No
308	John St	1			1		1			1		1	Storm water runoff often ends up as standing water at the end of our driveway due to debris (leaves, sticks, etc.) clogging the drain. I pretty much have to clean it out after every heavy rainfall.	1			1	1		2	3	4	5		1				1			1		1		
306	Grove Pl	1	1			1				1		1	None		1	1			1						1	(streetlights comment - "Too much cost", sidewalk comment - "cost!")			1			1		1	
6201	Spruce Rd	1		1	1		1							1			1	1		4	2	2	5		1				1			email/mail	1	
315	John St	1		1			1			1		1	Mostly leaves clogging sewer drains in middle of block		1		1		1						1			1		Lots of traffic, most don't read no outlet signs - replace flags on sings - used to help		Do not deliver!	1	
318	John St	1			1		1			1		1	None		1		1		1	3					1				1			Back door	1	
416	Kresse Cir	1	1			1				1		1	My back yard is low spot for 3 lots. Heavy rains cause poding, sometimes 3-5" deep. I have to pump water to the street to remove to storm sewer.		1		1		1	4	4	2	3			1			1			1		1	
301	Grove Pl	1			1		1					1	None		1		1		1							1	(streetlights -circled dislike for all options, commented "keep the ones we have")			1			1		(city extras comment - "send by mail")	1
420	John St	1	1			1				1		1			1		1		1	3	3	3	4		1				1		The corner of Blake and Maloney. Traffic on Blake is very heavy at times and getting across Blake or turning on	1		1	
6205	Spruce Rd	1	1			1				1		1	(sump connection comment "ours goes into a dry well")		1		1		1							1	(steetlights comment - "no need")	Our house is located beween the end of Belmore and the end of Spruce Road. We aren't even colored on the map.					Deck door close to the driveway		
300	John St	1			1		1						304 John St Water can build up in their backyard		1		1	1		4	2	2	3		1	(streetlights comment - "if needed")			1			1		1	
6221	Maloney Ave	1			1		1						None		1		1		1						1	(Streetlights comment - "the least expensive")			1			1		1	
6305	Maloney Ave	1		1			1					1			1		1		1						1	comment at top of page - "Please have trees at 6309 Maloney that extend over street trimmed as they are so low that when I back out of drive I can not see oncoming cars traveling east."			1			1		1		1
417	John St	1	1		1	1				1		1	None		1		1								1	none			1			1		1	
305	Grove Pl	1		1			1			1		1	None		1	1			1	3	3	1	1		1		No issues. Little car traffic, so no issues w/ pedestrians on streets.		1			1		1	
6217	Belmore La	1		1			1			1		1	Our address is 6217 Belmore. We live next to the pond. With a lot of rain, the pond expands into our yard - as it did this year - and remains there quite a while.	1			1		1	1	1	1	1		1				1			1		1	
6301	Maloney Ave	1		1			1		1			1			1		1		1	3	1	5	3		1				1			1		1	
6229	Maloney Ave	1	1				1					1	None that I am aware of, other than perhaps the increase of Internlachen GC parking space has flooded parts of my backyard.		1		1		1							1	(streetlights comment - "I would rank them by the amount of ambient rather than focused light they shed. I can't tell from the pictures. We have enough light polution! Light should be focused on the street.")			1				side door	1	
308	Grove Pl	1		1			1			1		1	N/A		1		1		1	4	1	1	1		1		There aren't any issues. We have very little traffic.		1			1		1	
6229	Belmore La	1	1			1				1		1	None I can think of.		1	1			1	1	1	1	1		1				1			1		1	
6216	Maloney Ave	1	1			1				1		1	None. (sump connection comment: "how much $?")		1		1		1	5	1	2	3		1		We would be in favor of a reduced street width. We do not need such a wide raod. If this occurs, we would be in favor of sidwalks.		1			1		1	
315	Grove Pl	1			1		1			1		1	None I'm aware of.		1		1		1							1		too many dog walkers		1			1		1	
6216	Belmore La	1		1			1			1		1	(sump connection comment: "(no pump)")		1		1		1	1	1	1	1		1	(street lights comment: "I don't like any of these. They belong in an old neighborhood in St. Paul or Boston.")	There is so little automotive traffic that sidewalks would be a great waste of money.		1			1		(city extras comment - I have access to email but use it for work and prefer to get these notices in the mail")	1
500	John St	1	1			1			1			1			1		1	1		5	4	2	3		1				1			1		1	
412	John St	1	1			1				1		1			1		1		1	1	3	4	2		1				1			1		1	
6301	Belmore La	1	1			1				1		1	Slush resulting from salting the roads is often not removed timely, and it cannot drain because it is not fluid enough		1		1		1	1	1	1	1		1				1			1		1	
317	John St	1		1		1				1		1			1		1		1	2	3	5	3		1				1			1		1	

MENDELSSOHN A
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

ADDRESS		Returned Survey	Sump Pump Discharge Service Line: Drainage of Footing Drain			Has a Sump Pump			Willing to Connect to City		Willing to Connect Roof		Drainage: Local Drainage Problems	Private Underground Utilities: Irrigation sys. in blvd.		Pet containment system		Residential Roadway Lighting Option: Favors Upgrading		Preferred Styles: Acorn	Coach	Antique	Round Latern	Sidewalk Need		Pedestrian Issues		Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates: Access to email	
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	n	h	n		Yes	No	Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues	Yes	No	If yes, where?	Front Door	Other	Yes	No
309	Grove Pl	1		1			1						Dead end street has no terminal curb and gutter. Tends to be a messy area w/tree brances/leavse and weed growth. Home owners don't maintain due out of their sight. City street cleaners unable to access due abrupt end w/right angles.		1		1		1	1	1	5	5		1			1		Many turn arounds on dead end street (Grove Place). Need improved signage.		mailbox	1	
421	Blake Rd S	1		1		1				1		1			1		1		1					1				1			Back Door		1
508	John St	1		1				1		1		1			1	1		1	1	4	5	1			Along Interlachen, Along Blake (street lights comment: in a Culdesac (No lights))	People walk on Interlachen or ride bikes, very dangerous with traffic and assign bike lanes way too narrow		1		1		1		
309	John St	1			1		1					1			1				1					1									
409	Kresse Cir	1			1			1		1		1	None		1		1							1				1			1		1
6220	Belmore La	1		1			1					1	None		1		1		1	1	1	1		1		None exist		1			1		1
304	John St	1		1			1					1	The street drains and the center fo the street often get clogged creating large puddles	1			1	1		4	3	2	5		1		None		1			1		
505	John St	1			1		1						None		1		1		1	4	3	3	2		1				1			1		1
408	John St	1				1				1		1	None I know of		1		1		1	3	5	1	5		1		There are none		1			1		1
421	Kresse Cir	1	1			1				1		1		1					1						1		Quiet cul de sac - no need for sidwalks		1			1		1
6233	Belmore La	1			1		1			1		1	The lot east of us has standing water after a heavy rain. Suggest a drain be added that drains into pond several houses to the east.	1			1		1						1	(streetlights comment: "we know that we don't pay")			1			1		1
6320	Belmore La	1		1			1			1		1	308 John St - catch basin is in middle of driveway because address activated after storm sewer	1			1		1	1	1	1	1											
		38	12	15	12	14	22	1	2	25		33		7	31	3	33	6	31	62	49	54	64	1	36			3	33		29		30	5
Surveys Sent	68	56%	18%	22%	18%	21%	32%	1%	3%	37%		49%		10%	46%	4%	49%	9%	46%					1%	53%			4%	49%					
Surveys Returned	38	100%	32%	39%	32%	37%	58%	3%	5%	66%		87%		18%	82%	8%	87%	16%	82%					3%	95%			8%	87%					

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APPENDIX C

Property Owners Questionnaire No. 2

Mendelssohn A
Neighborhood Roadway Reconstruction

August 17, 2012

Dear Resident:

The Edina City Council recently amended the City's special assessment policy. Under the new policy, property owners will no longer be assessed for sidewalks and street lights.

You were recently asked your opinion of the need for sidewalks and street lights in your neighborhood. Now that you would not be asked to pay for them through a special assessment, your opinion might have changed. Please fill out Resident Questionnaire No. 2 and return it to us in the enclosed envelope by August 24.

If an ordinance is adopted by the Council in October, new utility franchise fees would finance sidewalks, trails and lighting. The proposed franchise fee for a residential utility account is $1.45 per month for both Xcel and CenterPoint customers, for a total of $2.90 per month.

What would be the extent of the street lights funded by utility franchise fees?

If there is strong support for street lights, they would be placed at intersections and potentially mid-block locations. They would replace the existing cobra head lights with decorative lights.

Where would sidewalks be located?

If there is strong support for sidewalks, staff would locate sidewalks along street corridors with the least amount of conflicts with existing features. We would also review how the sidewalks could connect to surrounding amenities of the community.

Other Changes

The special assessment policy was also revised Aug. 6 to:

- Extend repayment period for special assessment from 10 to 15 years.
- Decrease the spread between the interest rate of the City's project financing and what is added to the special assessments that are financed by the City from 2 percent to 1 percent.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Resident Questionnaire No. 2, Return Envelope

Resident Questionnaire No. 2

Mendelssohn A
Neighborhood Roadway Reconstruction

I. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

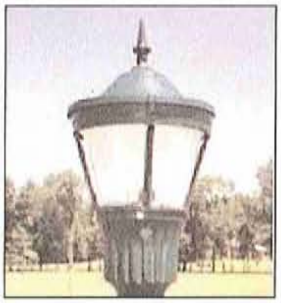
Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Round Lantern:

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



Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

II. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

III. Comments:

A. Any additional comments you would like to share about the project?

_____

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by Aug. 24.**

Mendelssohn A Neighborhood Roadway Reconstruction
Resident Questionnaire #2 Summary as of 9/6/12

Surveys sent: **67** Surveys returned: **28** Return rate: **42%**

I. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **9** No: **15**

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Average Rating: 2.32

Coach:

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

Average Rating: 3.18

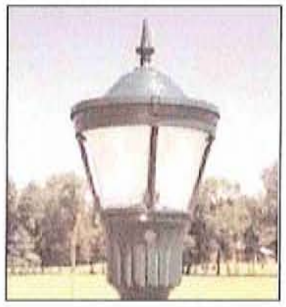
Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Average Rating: 2.73

Round Lantern:

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



Average Rating: 3.09

II. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **1** No: **26**

MENDELSSOHN A
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE NO. 2

Data Entered By:	REM
Last Date Data Entered:	September 10, 2012
Due Date:	August 24, 2012
Questionnaires Sent Out:	67
Questionnaires Returned:	31
Percent Returned:	46%

ADDRESS		Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues			Comments
			Favors Upgrading Street		Preferred Styles				Sidewalk Need			
House #	Street Name		Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No	Construct new sidewalks where?	
315	Grove Pl	1		1						1		
404	John St	1		1	3	1	1	1		1		
306	Grove Pl	1		1	1	5	4	3		1		
6229	Maloney Ave	1		1						1		
408	John St	1		1	1	5	1	4		1	Streets in neighborhood are mainly cul-de-sac. No thru traffic either.	Thank you for keeping us informed. Your meeting 8/8 was very helpful.
6301	Belmore La	1		1	1	1	1	2		1		Project origination justification included water main breakages - all outside the project area. Estimate of special assessment more than doubled in less than 11 months.
309	John St	1		1	3	4	4	4		1		
500	John St	1	1		4	5	3	1		1		
421	John St	1			1	3	5	3		1		streetlights: "Don't care what we have is fine"
416	Kresse Cir	1		1						1		
412	John St	1	1		2	4	3	3		1		
6216	Belmore La	1		1						1		Thank you for asking.
305	Grove Pl	1	1		5	3	3	4		1		Sidewalks not needed. Very little car traffic comes down our roads. Streetlights could be nice to deter crome, but I'm ok with not having them as well.
6224	Belmore La	1	1		1	4	3	5		1		Would like to see the south half of Spruce Road cleaned up, maybe widened. It is difficult for two cars to pass, impossible in winter. Thank you for asking for our input!
401	Blake Rd S	1		1	1	4	5	2		1		
6305	Maloney Ave	1		1								
6205	Spruce Rd	1		1	1	5	3	4		1		
317	John St	1	1		1	5	2	3		1		
304	John St	1	1		4	3	1	5		1		
505	John St	1	1		5	4	3	2		1		The most important reason to pick which streetlight is the one that gives the best coverage of light not which looks the best.
6217	Belmore La	1		1	5					1		Why is our neighborhood estimate the most expensive for 2013?
6228	Maloney Ave	1	1		3	4	5	1	1		On the south side of Maloney	
504	John St	1		1	1	3	1	5		1		
420	Kresse Cir	1								1		comments from front: "differences in cost? Lumination? maintenance", comments on letter: "No! need", "shoveling concerns", "Funding knows no limits", "You might have many opinions", "Does that increase cost" (in reference to increased assessment period)

MENDELSSOHN A
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE NO. 2

ADDRESS		Returned Survey	Residential Roadway Lighting Option: Favors Upgrading Street		Preferred Styles				Pedestrian Issues: Sidewalk Need		Construct new sidewalks where?	Comments
			Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No		
6301	Maloney Ave	1		1	1	2	3	3		1		
308	John St	1	1		2	2	3	5		1		
512	John St	1			4	1	5	3		1		
6221	Maloney	1			1	2	1	5		1		
301	Grove Pl	1		1								
421	Blake Rd S	1		1						1		The reason this Questionaire is late is because it was sent to the previous owner
6320	Belmore	1		1	1	1	1	1		1		
		31	**9**	**18**	**52**	**71**	**61**	**69**	**1**	**28**		

Surveys Sent	**67**	46%	13%	27%		1%	42%
Surveys Returned	**31**	100%	29%	58%		3%	90%

APPENDIX D

2013 Neighborhood Roadway Reconstruction Informational Meeting

City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Resident Address Label

2013 Neighborhood Roadway Reconstruction Informational Meeting Reminder

August 8, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.

CITY OF EDINA

2013 Neighborhood Roadway Reconstruction Informational Meeting

August 8, 2012

CITY OF EDINA

2013 Projects

Mendelssohn – 68 Properties
Braemar Hills B – 35 Properties
St. Patrick's Lane – 10 Properties
Gleason Circle – 8 Properties
Lake Edina – 247 Properties

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Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A

CITY OF EDINA

Introductions

Engineering Technicians:
Jamie Cynor **Aaron Kuznia** **Jeff Frahm**

Office Manager
Sharon Allison

Environmental Eng.
Ross Bintner

Asst. City Engineer
Chad Millner

Director of Engineering
Wayne Houle

CITY OF EDINA

Process

1. Evaluate infrastructure
2. **Informational meeting**
3. Feasibility study
4. Public hearing
5. Council decision
6. Project ordered
7. Planning & bidding
8. Bids awarded
9. Construction begins
10. Final assessment

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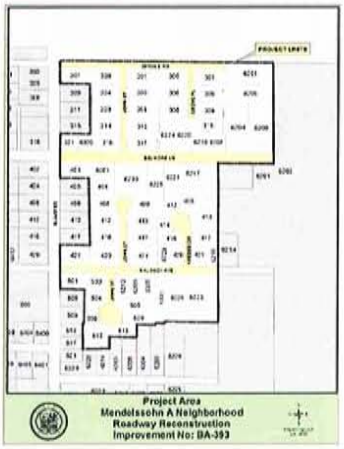
Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall 2013	Final assessment hearing

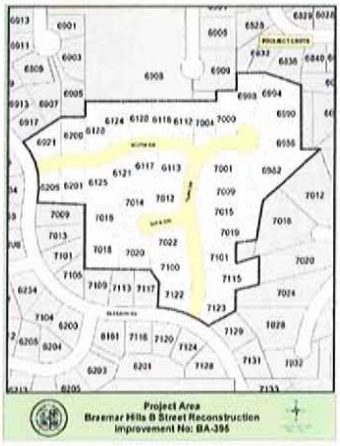
Project Details – Mendelssohn Neighborhood

- 68 Properties
- 1.1 miles of roads
- 16,500 square yards of street pavement
- 9 fire hydrants
- 25 sanitary manholes



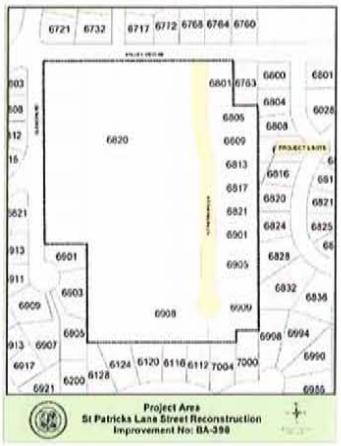
Project Details – Braemar Hills B Neighborhood

- 35 Properties
- 0.4 mile of roads
- 5,600 square yards of street pavement
- 3 fire hydrants
- 13 sanitary manholes



Project Details – St. Patrick's Lane

- 10 Properties
- 0.2 mile of roads
- 2,900 square yards of street pavement
- 3 fire hydrants
- 4 sanitary manholes



Project Details – Gleason Circle

- 8 Properties
- 0.1 mile of roads
- 1,400 square yards of street pavement
- 2 fire hydrants
- 4 sanitary manholes

Project Details – Lake Edina Neighborhood

- 247 Properties
- 3.2 miles of roads
- 48,800 square yards of street pavement
- 26 fire hydrants
- 92 sanitary manholes

Existing Roadway Details

- Majority of streets have curb and gutter

CITY OF EDINA

Existing Roadway Details

- Storm water drainage issues
- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way

CITY OF EDINA

Existing Roadway Details

- Varied driveway materials.

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Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.

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What is Included?

- Always included:
  - Roadway – replacing the entire roadbed
  - Curb and gutter – all or pieces
  - Utility upgrades
- Sometimes included:
  - Sump pump drainage system
  - Sidewalks
  - Streetlights
  - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

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Questionnaire Results

Neighborhood	% of Questionnaires Returned
Mendelssohn	50% (34 / 68)
Braemar Hills B	69% (24 / 35)
St. Patrick's Lane	70% (7 / 10)
Gleason Circle	38% (3 / 8)
Lake Edina	52% (128 / 247)

Questionnaire results are available.

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Proposed Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
  - Sump pump drain pipe in various locations

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Proposed Roadway Improvements

- Spot replacement of curb and gutter
- New roadbed and pavement surface

CITY OF EDINA

Proposed Roadway Improvements

- Spot driveway end replacement

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Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

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Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.

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Funding

- Utility Fund covers 100 percent of:
  - Concrete curb and gutter
  - Sanitary sewer
  - Storm sewer
  - Water main
  - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

CITY OF EDINA

Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.

Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Mendelssohn	$13,200 - $16,200	64.67	16,500	242
Braemar Hills B	$8,000 - $11,000	34.33	5,600	165
St. Patrick's Lane	$9,000 - $12,000	13.10	2,900	205
Gleason Circle	$9,000 - $12,000	7.33	1,400	187
Lake Edina	$10,000 - $13,000	247.40	48,800	197

Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
  1. Pay entire amount upon receiving bill to avoid finance charges
  2. Pay 25 percent; balance rolls to property taxes
  3. Roll entire amount to property taxes
  4. Defer payment if 65 years old or older

What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

What You Can Expect

- Dust, noise and mud.
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.

What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.

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Property Impacts

- Items located within the City's right-of-way may be damaged
  - Private utilities will be repaired if you notify us of them in advance of the project.
  - You can remove plantings and other landscape features before the project.
  - The City will plant sod in the right-of-way after the project is complete.

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Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump drainage options
  - Are there traffic or drainage issues in your neighborhood?

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Communication Tools

- Become a neighborhood captain to help facilitate project communication.
  - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

CITY OF EDINA

City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
  - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.
- Don't delay; sign up at today's meeting!

CITY OF EDINA

How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

CITY OF EDINA

Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.

Thanks for your time!

Questions?

Mendelssohn A

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
1	Don Anderson	4908 Larkspur Lane
2	CAROLYN DAVIES	7012 TUPA DR.
3	Peter Choukalas	4801 Trillium Lane
4	Scott + Debbie Whipple	7469 West Shore Dr.
5	BILL & RENA BUCKLEY	4811 ASPASIA LANE
6	DALE BOSCH	4909 LANTANA LN
7	Paul & Marian Hoddeson	6205 Spruce Pa
8	MARK HANDERSON	4416 [illegible] CIR.
9	Leonard Morgan Larson	7204 Monardo Lane
10	MARLENE WENDT	7401 West Shore DR.
11	Kurt Kiddoo	7220 Monardo Lane
12	Mike & Joyce Mullinix	4712 Hibiscus Ave
13	Rich & Sue Windham	6233 Belmore Ln.
14	NATHAN FRANZEN	6216 MALONEY AVE
15	Candice Jackson	6911 Gleason Cir
16	Suzanne Stoltenberg	4813 Larkspur Ln
17	Bob Laedtke	4909 Larkspur Ln
18	Kay Manthe	6201 St. Patrick Lane
19	Don Gorsor	4917 Poppy Lane
20	Clare Sercombe	6112 Scotia Dr Edina
21	Tom Stoltman	6813 St. Patrick Lane
22	Stuart Lind	301 GROVE PLACE EDINA
23	Mia Blanchett	4737 Hibiscus Edina
24	GARY COPLAND	4805 HIBISCUS AVE
25	BILL KAEMMERER	4900 TRILLIUM LANE
26	Nancy Crain	4952 Poppy Lane
27	DENNIS HOGAN III	6204 BELMORE CR
28		
29		
30		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
31	Tony Hoffman	4501 Sedum Lane
32	Mark Wolf	Church of St. Patrick
33	Steve Ward	421 Blake Road South
34	Carol Kaemmerer	4900 Trillium Lane
35	NEAL LOGAN	4909 HIBISCUS AVENUE
36	CAROL LOGAN	" " "
37	LARRY NICKANDER	4708 ASPASIA CIR
38	Tim Nasby	7408 West Shore Drive
39	TOM LYON	7208 Trillium Lane
40	Ted Volk	6301 Belmore Ln.
41	Barry Rosenthal	6205 Scotia Drive
42	Carol Williams	4724 ASPASIA Circle
43	KEVIN KACHAN	7405 Kellogg
44	Peter Johnson	4805 Trillium
45	AN WELCH	4916 ASPASIA
46	TIM DICK	309 GROVE PLACE
47	Robert Stoutenburgh	7449 W. Shore Dr.
48	Roy O'CONNOR	408 John St.
49	SARAH BENNETT	6229 Belmore Lane
50	Susan Simonton	6229 Maloney Ave
51	Jill Rivard / Bill McGilvray	6229 Belmore LN
52	Greg W. Wilson	6320 BELMORE LN
53	Don Lomas	4805 Aspasia Ln
54	Fern Lomas	" " "
55	Kenn Kastner	7208 Monardo Lane
56	B.N. DALY	4521 SEDUM LN.
57		
58		
59		
60		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
61	Paul Way	4705 Aspasia Circle
62	Mary Hamann & Paul	4700 Aspasia Circle.
63	Rosemary Kostick	4508 W. Shore Dr.
64	Linda Lotenser	4824 LARKSPUR LANE
65	Bob Marshall	305 John St.
66	Blyth Bailey	6113 Scotia DR
67	Brian Hedberg	4913 Trillium Lane
68	Mass von Schmidt-Pauli	6817 St. Patricks Ln
69	Marc Donnelly	6821 St Patricks Lane
70	Mary McDonald	6216 Belmore Ln.
71	Mary Jelinek	513 John St.
72	Peter Dokel	317 John St.
73	Ric Davies	7012 Tupa Dr
74	H.G. Lowell	7505 Kellogg Ave S.
75	John & De Moss	4916 Hibiscus
76	Dan Schleck	7408 Kellogg
77	Bill & Ruth Togstad	4908 Aspasia Lane
78	Catherine Kirchner	4808 Trillium
79	Glenn Perkins	4745 Hibiscus Av
80	[illegible]	4509 Hibiscus Ave
81		
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90		

✓ cm

QUESTION / COMMENT CARD

(1) INCLUDE RESIDENTS ~~FROM~~ ADJACENT TO SPRUCE ROAD IN THE ANALYSIS AND DECISION MAKING PROCESS

(2) GROVE PLACE TERMINAL SOUTH END NEEDS CURB & GUTTER AND POSSIBLE REDESIGN SO STREET SWEEPERS CAN PICK UP DEBRIS ACROSS THE FULL WIDTH AND SURFACE AREA OF STREET - W/O INHIBITING SNOW PLOW SERVICE IN WINTER.

Name JIM DICK (PLEASE PRINT) Address 309 GROVE PLACE (PLEASE PRINT)

✓ cm

QUESTION / COMMENT CARD Based on the fact these streets have very low traffic, I do not believe a "Reconstruction" is required. A "Repaving" should be all that is required. Maloney Ave. was "repaved" last year and it has a lot more traffic. All the streets in the Mendelssohn neighborhood are dead-ends.

Name Steve Ward (PLEASE PRINT) Address 421 Blake Road South (PLEASE PRINT)

2013 Neighborhood Roadway Improvement Projects
Question and Answer Session from the August 8, 2012 Informational Meeting
Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	Is the Normandale Neighborhood included in 2013 with these projects?	Yes, it is included in the 2013 projects. Due to workload, the City has handed that project off to a consultant.
2	What is the estimated interest rate used as a finance charge for the assessments?	At last Monday's City Council meeting, the assessment policy was amended. Residents are now charged 1% over the interest rate the City can borrow money at. Last year the residents paid a rate of 4.3%.
3	What does it mean to defer an assessment?	If eligible based on age and income, the assessment goes on your property tax statement with interest charges until the property is sold. At that time the buyer and seller will negotiate an agreement for the assessment amount associated with that property.
4	Is sanitary sewer replacement part of this project?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City.
5	Why is the whole road bed replaced rather than doing a mill and overlay?	The street pavement has reached the end of its useful life. A mill and overlay is a maintenance item done to prolong the pavement a few more years. These streets are beyond the point of a mill and overlay. Based on the pavement condition index, it is time for a full street reconstruction.
6	If the street is repaired, will sanitary sewer work be assessed?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City. Any sanitary sewer repairs will be paid from the City's utility fund.
7	What happens to trees in the right-of-way?	The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
8	What about trees where utility work is occurring, are those trees damaged?	Every effort will be made to protect existing trees. There are utility technologies available that limit tree damage from utility work. These technologies would be implemented where feasible. From past experience, tree roots tend to root away from the roadbed due to the type of material and compaction of material under the roadway.
9	Please define what right-of-way means.	Typically the City right-of-way is 60-ft wide. With a typical 30-ft wide street, the City owns the first 15-ft behind the edge of pavement on each side of the street.
10	Are street lights and sidewalks part of the project?	At this time they are not part of the project. The questionnaire results show most people do not want these facilities. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if sidewalk and street lights should be included in the project since those items are no longer assessed.
11	If street lights are part of the project, what happens to the overhead wires?	In a typical street light project, the overhead wires associated with the street lights would be installed underground in a conduit. In most cases the overhead wires are not only power but cable and telephone. Those utility would continue to stay overhead.
12	What was the purpose of the traffic counters located within the projects?	The traffic counters are used to gather traffic volumes on the streets. If an issue was mentioned on the questionnaires, staff than has the necessary data to determine if changes need to be made with traffic related items such as signage and intersection geometry.
13	Is a construction schedule available? When will the contractor be on my street?	The general time frame of construction is April/May to October/November if the projects are approved. After the award of a project, we conduct a pre-construction meeting at which time the contractor must submit a detailed construction schedule. The schedule must include anticipated start and end dates for each phase of the project. That schedule will be transmitted to residents once it becomes available.

14	Will street lights be forced into the project by the City?	At this time they are not part of the project. The questionnaire results show most people do not want street lights. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if street lights should be included in the project since those items are no longer assessed. Staff will consider the questionnaire results before recommending any improvements.
15	Is the assessment based on the parcel identification (PID) number and is there one assessment per PID?	The assessment is based on a REU, residential equivalent unit. Most properties are a 1 REU as shown on the graphics displayed around the room. In some case, corner lots may have a 1/3 or 2/3 REU.
16	Can additional stop signs be added to the project?	To add additional stop signs to a neighborhood, a resident would file a request with the traffic safety coordinator. The coordinator would measure traffic volumes and review other information to determine if additional stop signs are warranted.
17	Can the sound wall along Normandale Blvd be cleaned up as part of the project?	General maintenance to the sounds wall could be done as part of the project. Please fill out comment cards on that issue so we can review during the design process.
18	What is an REU?	An REU is a residential equivalent unit. A single family home is considered a 1 REU.
19	How should I proceed if I intend to replace my private sanitary sewer service?	Depending on the type of technology you plan to use such as open cut or trenchless, it would be beneficial to complete that work prior to the project. If you plan on open cutting the sewer pipe, we can coordinate with the City's contractor to allow your contractor to complete that work right before the street is reclaimed.
20	How does the new franchise fee work and to what extend would street lights be added to these neighborhoods?	The new franchise fee is added to your monthly bill from both Xcel and CenterPoint. The revenues would be used to fund sidewalks, street lights, and other non-motorized transportation projects. If street lights were added to the projects it would most likely be at intersections and maybe mid-block locations. The street lighting system would be more decorative in nature versus trying to light up the entire length of the roadway. The new lights have screening to knock down the light from going upward and towards the homes.
21	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council approves the project, each property would have a pending assessment on it. If you choose to sell your home, as part of the negotiation process the buyer and seller would determine who is responsible for the pending assessment.
22	Why is Interlachen Country Club not assessed as part of the project?	A property can be assessed if the work provides benefit to the property. Interlachen does not gain benefit from the project because it does not have any driveway access from the project area. And some of the Interlachen properties are undevelopable therefore they would not receive benefit from the project.

City of Edina
Neighborhood Roadway Reconstruction
Pavement Condition Index and
Watermain Break History

Legend

Anticipated Year

2013

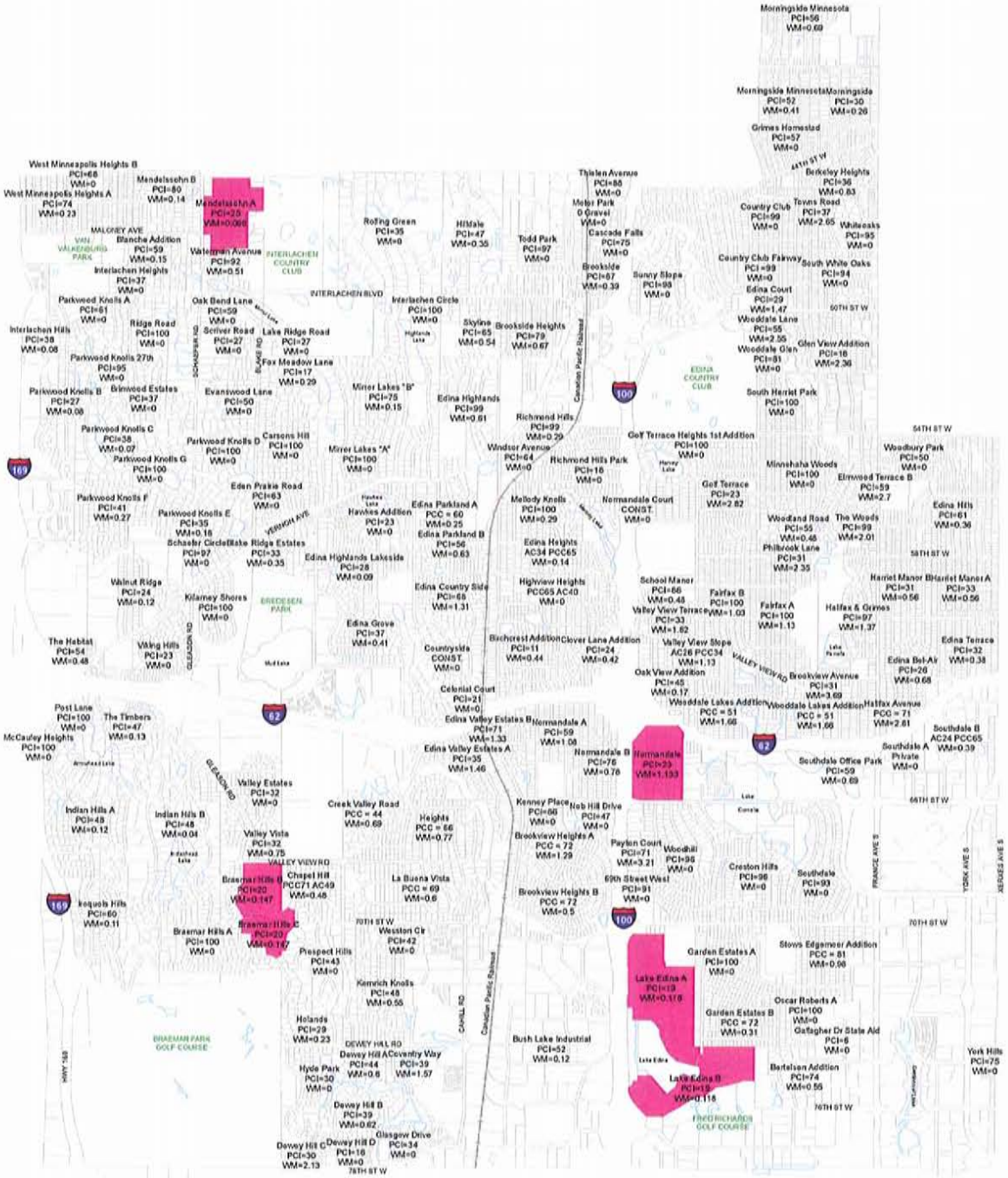
Example

Neighborhood Name
PCI = 0 - 100
WM = Breaks per 500 ft.

Notes

Thin Overlay (PCI= 45 - 65)
Seal Coat (PCI= 66 - 85)
WM Replacement (WM > 1)

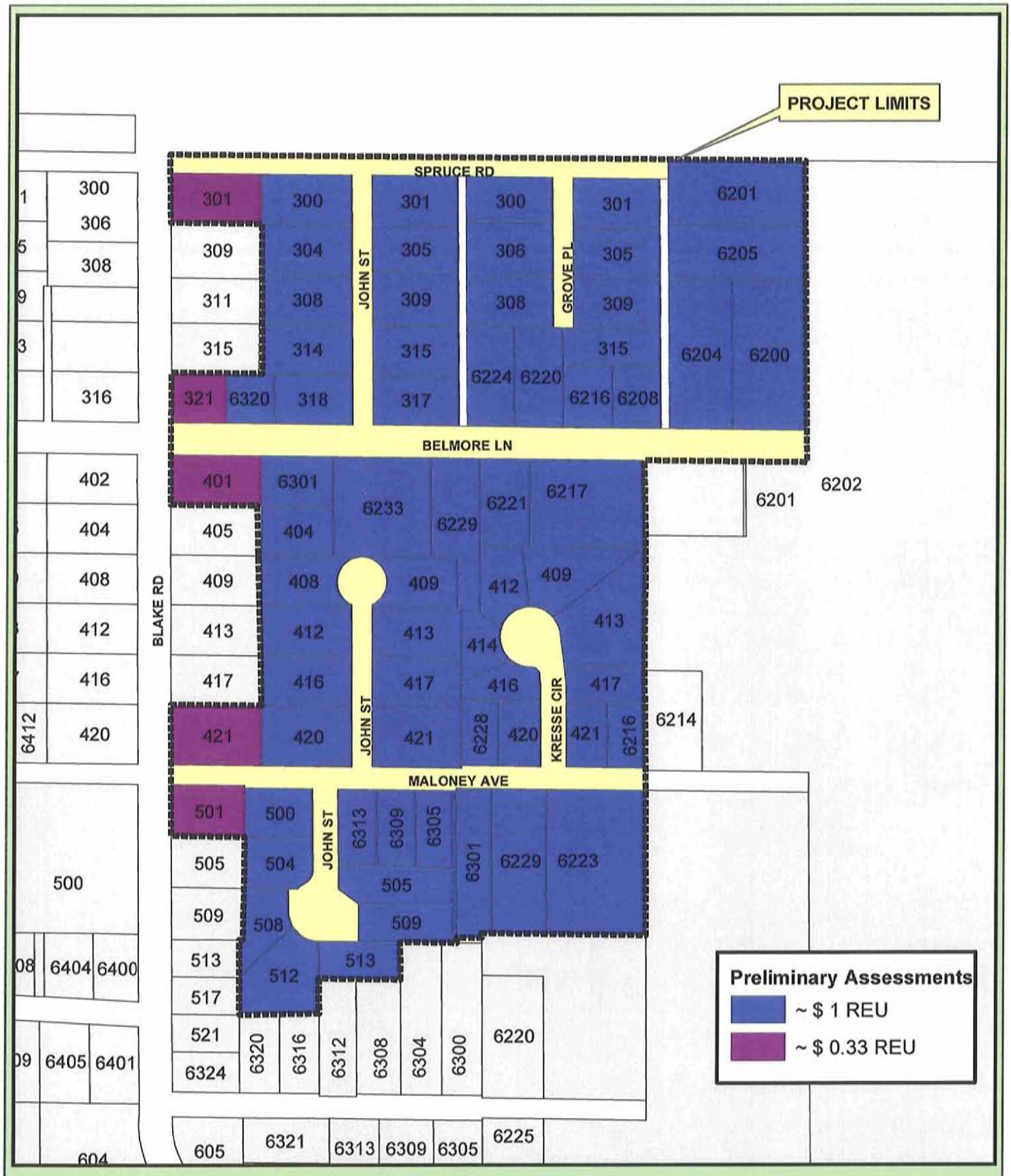
July 2012
Engineering Dept



Notes

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

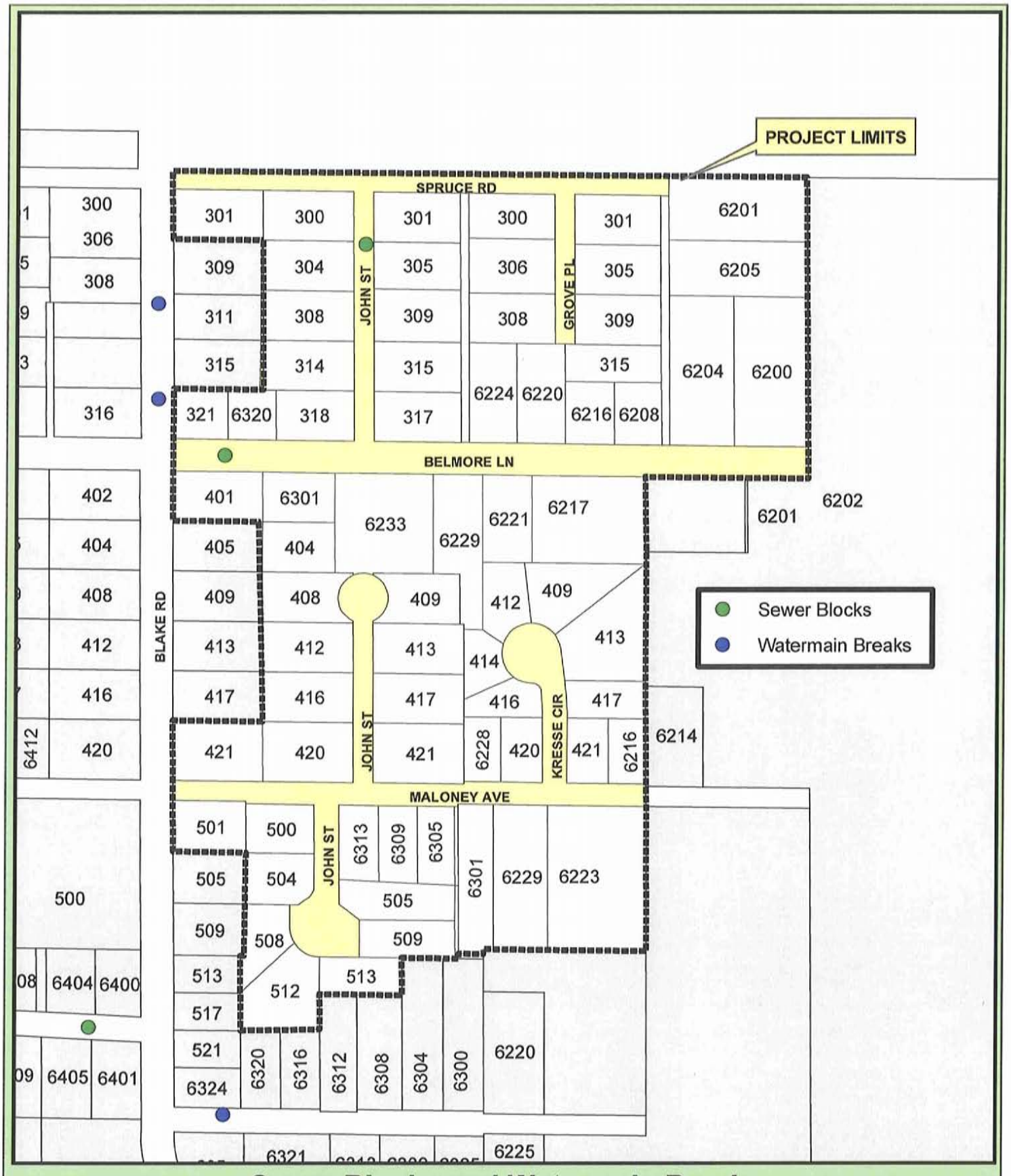
This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



Preliminary Assessments
Mendelssohn A Neighborhood
Roadway Reconstruction
Improvement No: BA-393

N
W E
S

Engineering Dept
July, 2012

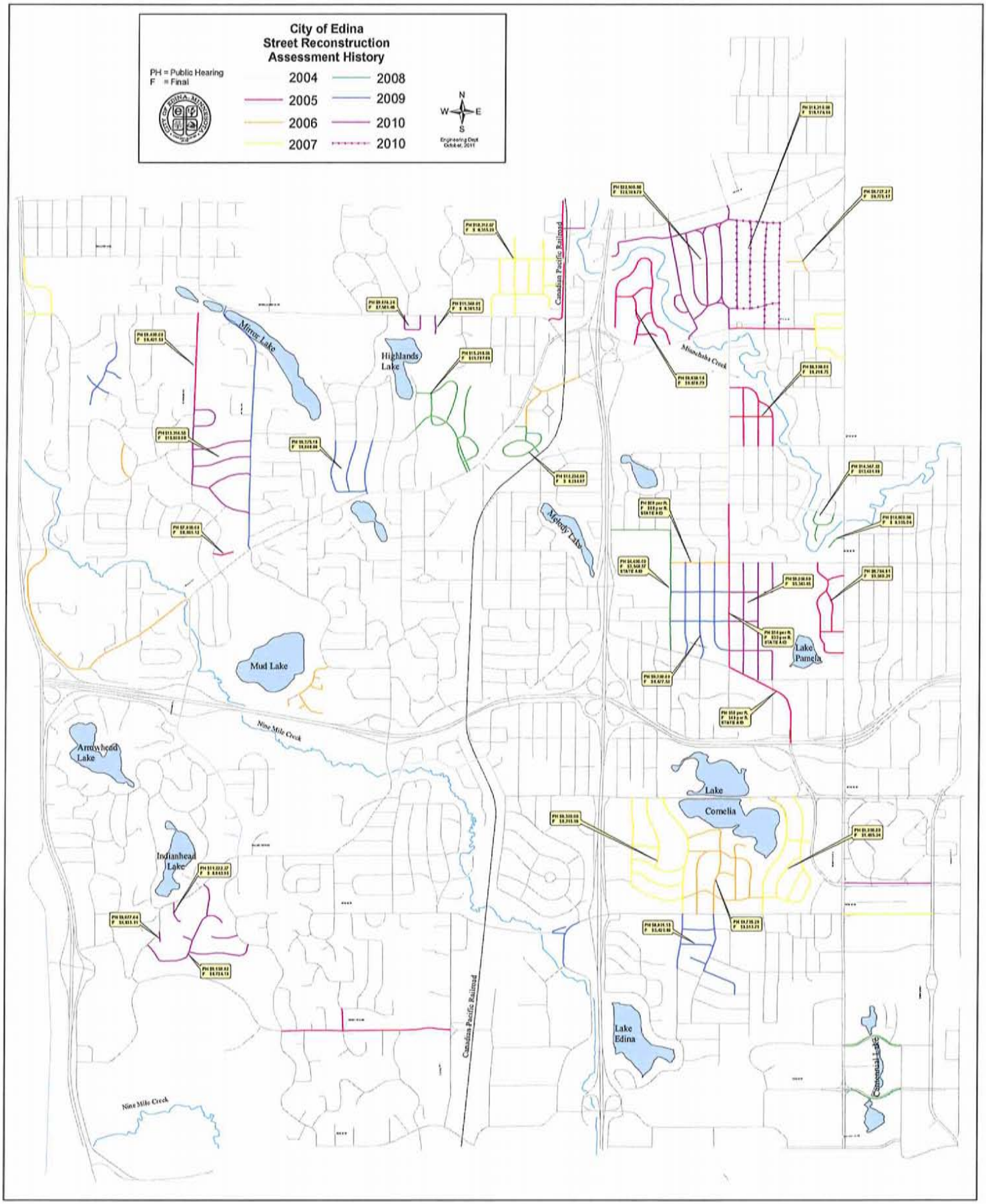


Sewer Blocks and Watermain Breaks
Mendelssohn A Neighborhood
Roadway Reconstruction
Improvement No: BA-393

CITY OF EDINA, MINNESOTA

N
W E
S

Engineering Dept
August, 2012



2005			2006			2007		
Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final
Halifax and Grimes	$6,784.91	$5,560.21	58th Street- State Aid	$68/ft	$68/ft	Southdale	$9,300.00	$8,465.24
Schaefer Circle	$7,900.00	$8,001.12	Bridge Ln & Towns Rd	$9,727.27	$9,775.17	Todd Park	$10,312.07	$6,355.20
Schaefer Rd	$9,400.00	$9,421.53	Creston Hills	$9,735.29	$9,513.71	Woodhill	$9,300.00	$8,315.59
South Harriet Park	$6,300.00	$6,216.75	Nine Mile Village	$3,500.00	$3,465.14			
Sunnyslope	$9,630.14	$9,678.73						
Valley View Rd- State Aid	$50/ft	$49/ft						
Wooddale Ave- State Aid	$34/ft	$33/ft						

2008			2009			2010		
Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final
Concord Ave- State Aid	$4,400.00	$3,548.57	Country Club	$22,900.00	$20,389.70	Braemar Hills A	$9,150.82	$6,724.13
Edina Highlands	$15,210.55	$11,787.89	Country Club Fairway	$18,210.00	$16,174.14	Bror Road	$9,077.04	$4,833.11
Richmond Hills	$10,234.00	$6,294.87	Fairfax B	$9,300.00	$6,477.53	Interlachen Bluff	$11,349.01	$9,361.52
Wood End Dr	$10,000.00	$9,335.04	Garden Estates A	$8,931.15	$5,423.80	Interlachen Circle	$9,074.24	$7,561.46
Woodland Ln & Circle	$14,347.22	$13,491.99	Mirror Lakes A	$9,375.16	$6,088.99	Moccasin Valley Road	$11,222.27	$6,643.85
						Pamela Park	$9,000.00	$5,343.65
						Parkwood Knolls	$13,314.55	$10,800.08

City of Edina Street Reconstruction Assessment History

	Neighborhood	Public Hearing Assessment	Final Assessment
2005	Halifax and Grimes	$6,784.91	$5,560.21
	Schaefer Circle	$7,900.00	$8,001.12
	Schaefer Rd	$9,400.00	$9,421.53
	South Harriet Park	$6,300.00	$6,216.75
	Sunnyslope	$9,630.14	$9,678.73

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	Neighborhood	Public Hearing Assessment	Final Assessment
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	Todd Park	$10,312.07	$6,355.20
	Woodhill	$9,300.00	$8,315.59

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	Fairfax B	$9,300.00	$6,477.53
	Garden Estates A	$8,931.15	$5,423.80
	Mirror Lakes A	$9,375.16	$6,088.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2010	Braemar Hills A	$9,150.82	$6,724.13
	Bror Road	$9,077.04	$4,833.11
	Interlachen Bluff	$11,349.01	$9,361.52
	Interlachen Circle	$9,074.24	$7,561.46
	Moccasin Valley Road	$11,222.27	$6,643.85
	Pamela Park	$9,000.00	$5,343.65
	Parkwood Knolls	$13,314.55	$10,800.08

APPENDIX E

Mendelssohn Neighborhood Roadway Reconstruction – Spruce Road Meeting

City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Resident Address Label

Mendelssohn Neighborhood Roadway Reconstruction – Spruce Road Meeting

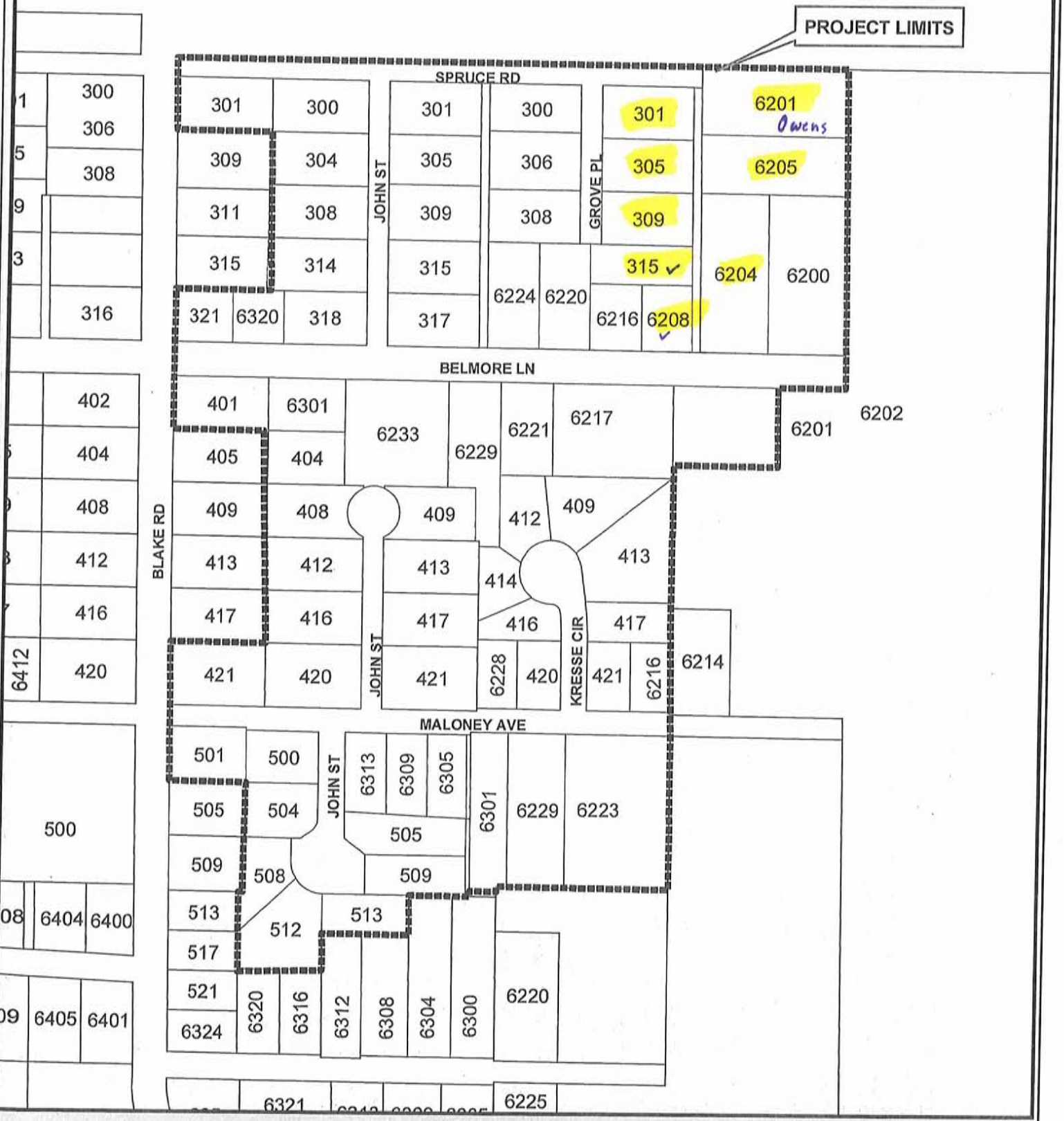
August 27, 6 p.m.

6201 Spruce Road
(End of driveway)

Your neighbor at 6201 Spruce Road has graciously volunteered the end of his driveway as a meeting place to discuss reconstruction options for the north/south segment of Spruce Road.

Please come to provide input or contact Chad Millner, Assistant City Engineer at 952.826.0318.

Residents invited to August 27, 6pm Meeting to Discuss north/south segment of Spruce Rd.



Project Area
Mendelssohn A Neighborhood
Roadway Reconstruction
Improvement No: BA-393

CITY OF EDINA · MINNESOTA · INCORPORATED 1888

N W E S

Engineering Dept
July, 2012

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
NORTH/SOUTH SEGMENT SPRUCE ROAD MEETING
AUGUST 27, 2012

	NAME	ADDRESS
1	John Owens	6201 Spruce Rd
2	Cheryl Bristol	6208 Belmore Lane
3	Dennis Hojn	6204 Belmore Lane
4	Tim Dick	309 Grove Pl
5	Poul & Meridal Hedblom	6205 Spruce Rd
6	Mary McDonald	6216 Belmore Ln
7		
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* From 8/27/12 mtg, this is the preferred option.

STOP

APPENDIX F

Preliminary Assessment Role

Pending Assessment Roll
Mendelssohn A BA-393

	Street	PID	Lot	Block	House No.	Owner	Assessable REU	Assessment Amount	Notes
	Belmore La								
1		3011721110076			6200	Stacy & Matthew Bogart	1	$ 16,148.34	mailing address: 4806 Sunnyside Rd
2		3011721110077			6204	Dennis Hogan Iii	1	$ 16,148.34	
3		3011721110014			6208	Matthew Hannafin & Cheryl Bristol	1	$ 16,148.34	
4		3011721110013			6216	Margaret & Clarence Mcdonald	1	$ 16,148.34	
5		3011721110075			6217	N Sappenfield & Joan Wierzba	1	$ 16,148.34	
6		3011721110041			6220	Kevin & Kathryn Shaw	1	$ 16,148.34	
7		3011721110074			6221	Joseph Edelheit	1	$ 16,148.34	
8		3011721110040			6224	Jill Rivard	1	$ 16,148.34	
9		3011721110055			6229	Sarah & Craig Bennett	1	$ 16,148.34	
10		3011721110079			6233	Susan & Richard Windham	1	$ 16,148.34	
11		3011721110073			6301	Ted & Tatyana Volk	1	$ 16,148.34	
12		3011721110084			6320	Gregory Wilson	1	$ 16,148.34	
	Blake Rd S								
13		3011721110025			301	Timothy & Colleen Evon	0.33	$ 5,382.78	
14		3011721110030			321	Elizabeth Eastman	0.33	$ 5,382.78	mailing address: 7553 Chrislan Cove, Falls Church VA 22042
15		3011721110060			401	Maureen & Frank Merrill	0.33	$ 5,382.78	
16		3011721110065			421	Gerald Ward	0.33	$ 5,382.78	
17		3011721140051			501	Louise & Carl Mollick	0.33	$ 5,382.78	
	Grove Pl								
18		3011721110044			300	Todd & Kathleen Kohner	1	$ 16,148.34	mailing address: 4249 Alden Dr
19		3011721110045			301	Stuart & Colleen Lind	1	$ 16,148.34	
20		3011721110046			305	Sarah Burgess & Robert Schweitzer	1	$ 16,148.34	
21		3011721110043			306	Kathryn Moses & Charles Kotovic	1	$ 16,148.34	
22		3011721110042			308	Richard & Barbara Swanson	1	$ 16,148.34	
23		3011721110047			309	Timothy Dick	1	$ 16,148.34	
24		3011721110012			315	Thomas Meehan	1	$ 16,148.34	
	John St								
25		3011721110035			300	Jennifer & Douglas Brown	1	$ 16,148.34	
26		3011721110036			301	Theodore & Lela Borg	1	$ 16,148.34	
27		3011721110034			304	Kelly & Gerald Beggin	1	$ 16,148.34	
28		3011721110082			305	Robert & Margaret Marshall	1	$ 16,148.34	
29		3011721110033			308	Jason & Janiece Gray	1	$ 16,148.34	
30		3011721110083			309	Brian & Amy Wyatt	1	$ 16,148.34	
31		3011721110032			314	Judy & John Cilla	1	$ 16,148.34	
32		3011721110038			315	Thomas & Cathy Hetland	1	$ 16,148.34	
33		3011721110039			317	Wendy Donovan	1	$ 16,148.34	
34		3011721110085			318	Gerald & Carol Sachs	1	$ 16,148.34	
35		3011721110071			404	Mary & David Dietrich	1	$ 16,148.34	
36		3011721110080			408	Roy O'Connor Jr	1	$ 16,148.34	
37		3011721110056			409	Thomas & Nancy Paterson	1	$ 16,148.34	
38		3011721110068			412	Michael & Jennifer Snell	1	$ 16,148.34	
39		3011721110057			413	Audrey Storm	1	$ 16,148.34	
40		3011721110067			416	Joseph & Amy Senser	1	$ 16,148.34	
41		3011721110058			417	Robert & Barbara Butler	1	$ 16,148.34	
42		3011721110066			420	Matthew & Kristi Wright	1	$ 16,148.34	
43		3011721110059			421	Ronald & Patricia Nelson	1	$ 16,148.34	

Pending Assessment Roll
Mendelssohn A BA-393

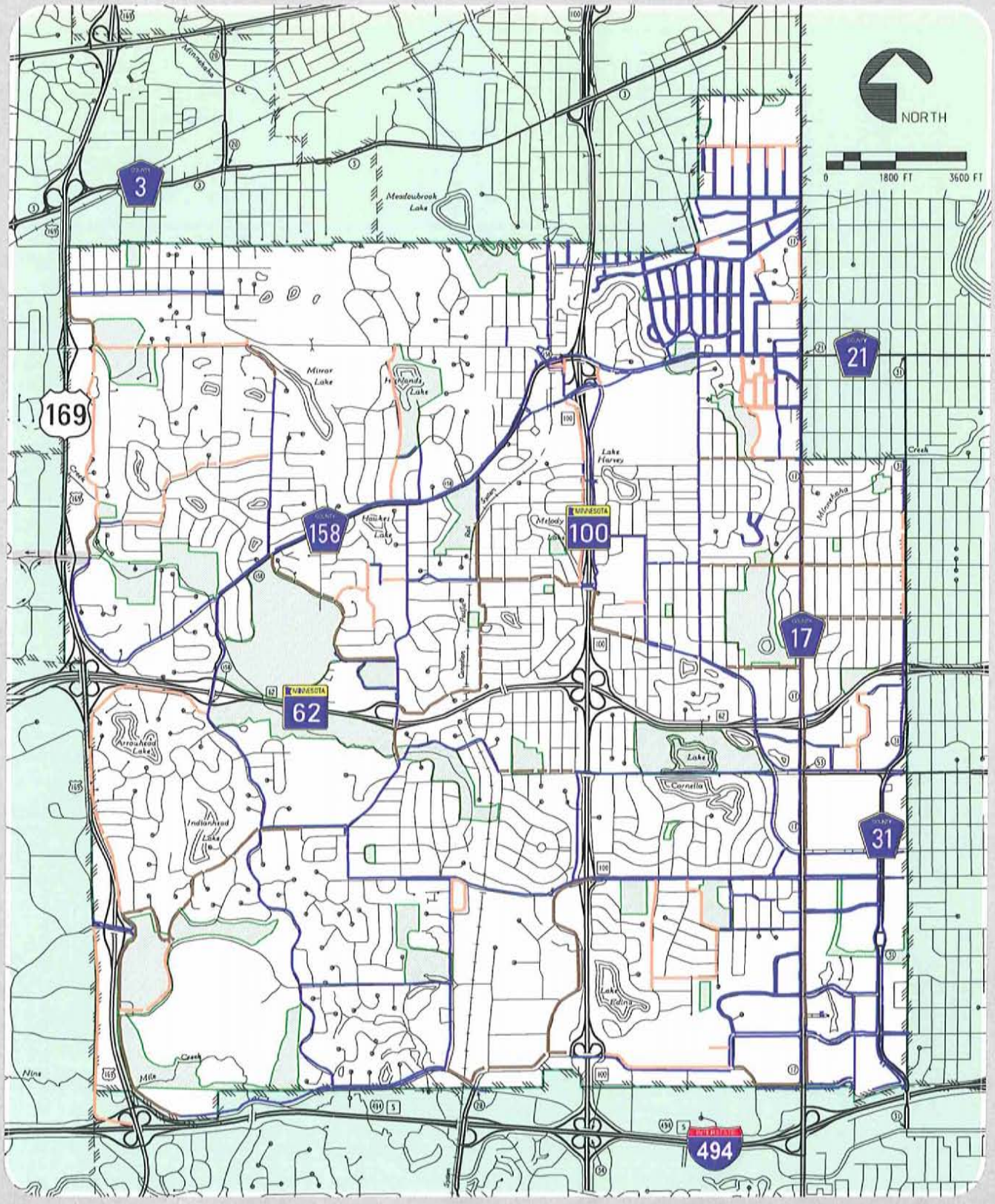
44		3011721140026			500	Ruth & Jonathan Wilkens	1	$	16,148.34	
45		3011721140027			504	Lavon Coyner	1	$	16,148.34	
46		3011721140011			505	Linda & Frank Thomas	1	$	16,148.34	
47		3011721140050			508	Courtney & Bryan Carlson	1	$	16,148.34	
48		3011721140012			509	Johanna Pettygrove	1	$	16,148.34	
49		3011721140049			512	Karen Welder	1	$	16,148.34	
50		3011721140020			513	Mary & John Jelinek	1	$	16,148.34	
	Kresse Cir									
51		3011721110021			409	Harlan & Beatrice Clark	1	$	16,148.34	
52		3011721110022			412	Marna & Albert Erdahl	1	$	16,148.34	
53		3011721110018			413	Sally & John King	1	$	16,148.34	
54		3011721110023			414	Jill & Eric Englund	1	$	16,148.34	
55		3011721110024			416	Patricia & Mark Halvorson	1	$	16,148.34	
56		3011721110017			417	Stephen & Melanie Tinkham	1	$	16,148.34	
57		3011721110019			420	Julia & A Scattergood	1	$	16,148.34	
58		3011721110016			421	John & Jane Clifford	1	$	16,148.34	
	Maloney Ave									
59		3011721110015			6216	Nathan & Melisa Franzen	1	$	16,148.34	
60		3011721140031			6221	Mary Mcnamara	1	$	16,148.34	
61		3011721110020			6228	Thomas & Robin Boe	1	$	16,148.34	
62		3011721140032			6229	Wesley & Susan Simonton	1	$	16,148.34	
63		3011721140018			6301	Mark & Linnea Burman	1	$	16,148.34	mailing address: 110 Interlachen Rd, Hopkins MN 55343
64		3011721140010			6305	Lorraine Cunningham	1	$	16,148.34	
65		3011721140009			6309	Ronald & Alexis Diker	1	$	16,148.34	
66		3011721140008			6313	Richard & Mary Burnton	1	$	16,148.34	
	Spruce Rd									
67		3011721110049			6201	Patricia Strong & John Owens	1	$	16,148.34	
68		3011721110048			6205	Paul & Meridel Hedblom	1	$	16,148.34	

Preliminary Assessable Cost	$ 1,044,259.00	$ 1,044,259.00
Total Assessment REU	64.67	
Average Cost Per REU	$ 16,148.34	

Note: 11/8/12 SA changed Cost per CM.

APPENDIX G

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)



LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

Note: Park Pathways are included on Figure 7.11

City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

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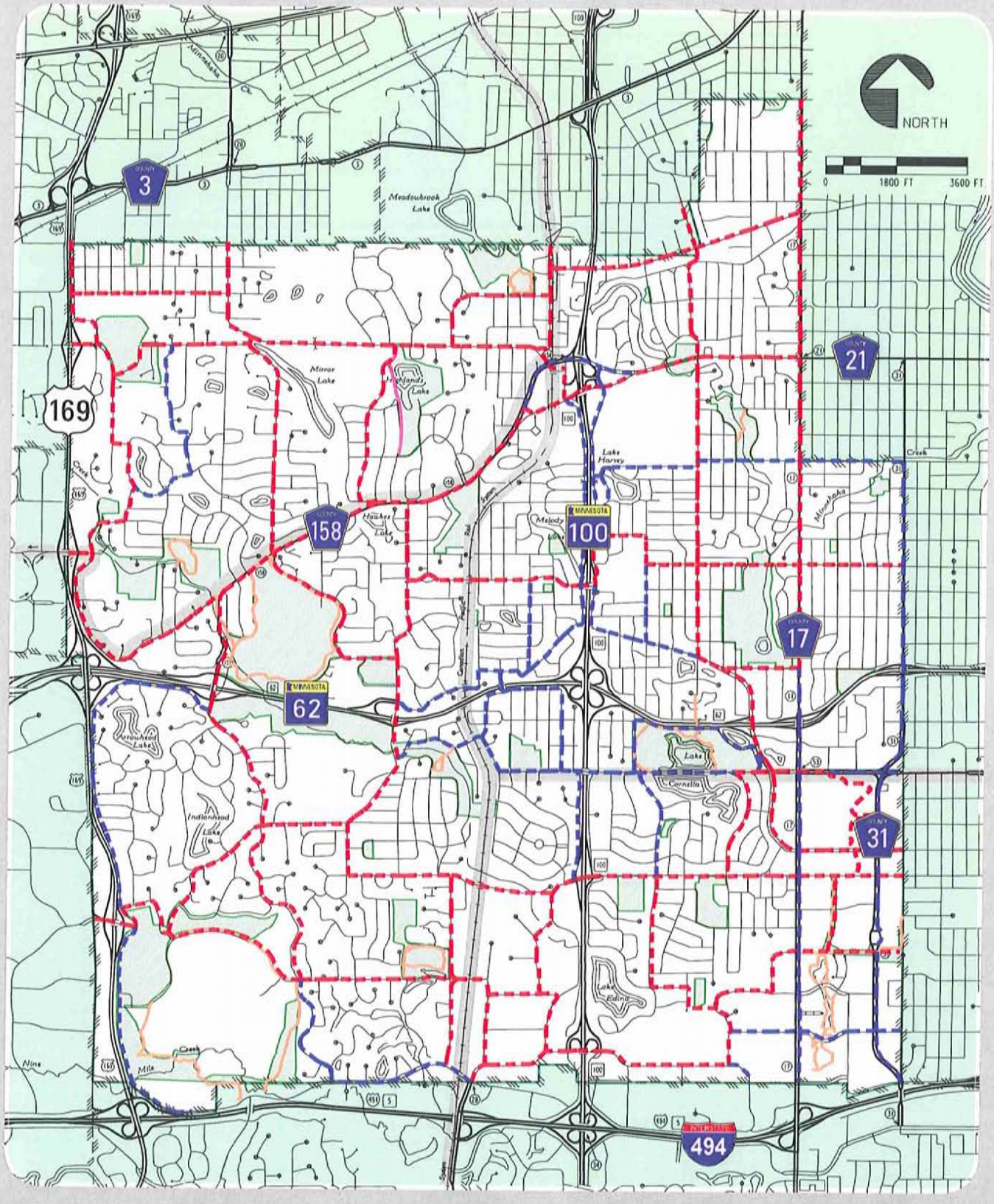

LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- Proposed Park Pathway

From the 2007 Edina Comprehensive Bicycle Transportation Plan

- Primary Route
- Secondary Route

City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

Date Printed: 10/22/2008
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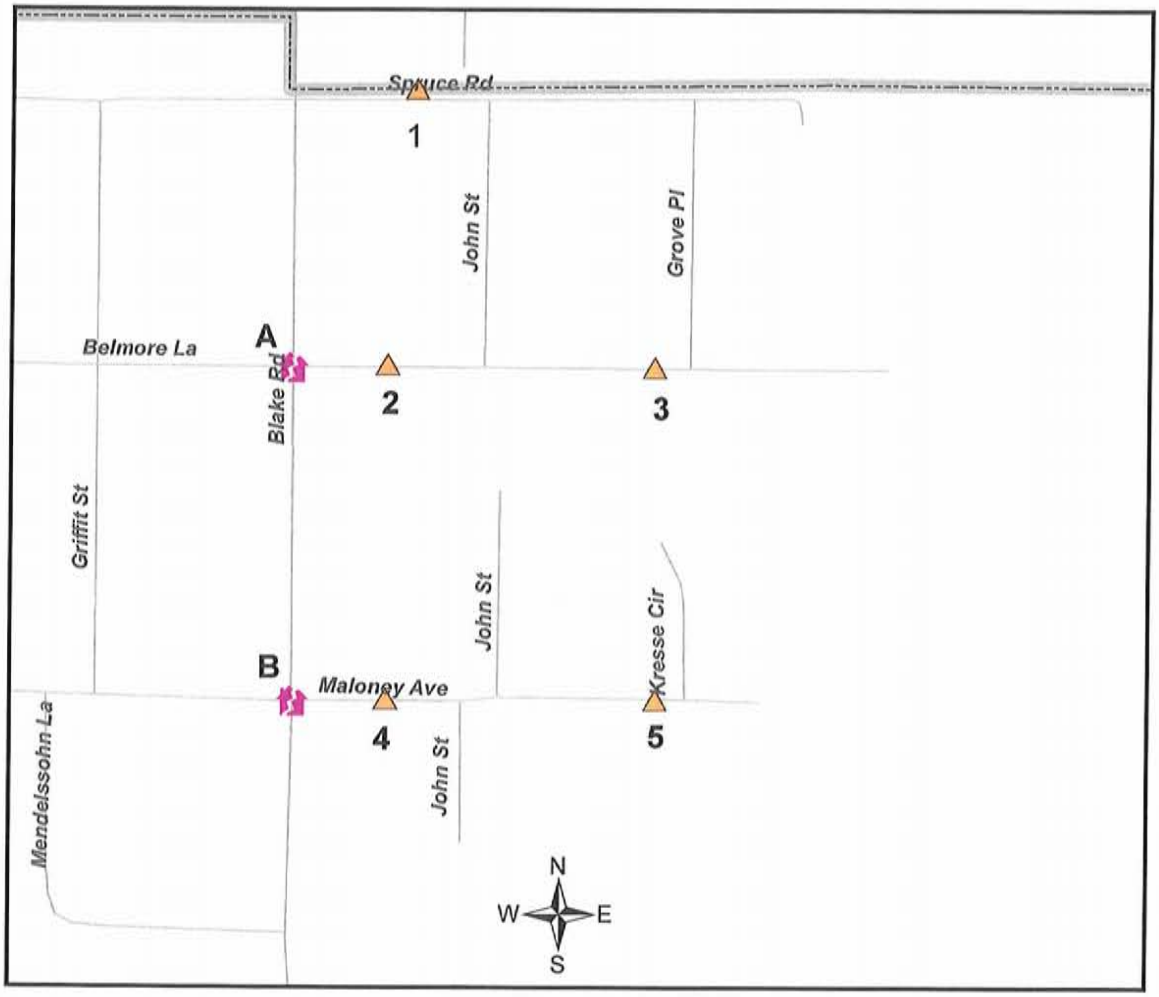
APPENDIX H

2013 Mendelssohn Traffic and Crash Data

2013 Mendelssohn Traffic and Crash Data



Traffic Data

Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	Spruce Road	2012	145	27.4
2	Belmore Lane	2012	205	26.7
3	Belmore Lane	2012	122	25.3
4	Maloney Avenue	2012	273	26.7
5	Maloney Avenue	2012	55	22.9

Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2010	Feb.	700
B	Property Damage - No Apparent Injury	2010	Oct.	1017
	Property Damage - No Apparent Injury	2009	Jun.	1356
	Property Damage - No Apparent Injury	2007	May	1732
	Property Damage - No Apparent Injury	2005	Oct.	1712
	Property Damage - No Apparent Injury	2001	Feb.	2300

APPENDIX I

Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

HRGreen

BARR

MEMO

To: Wayne Houle, PE – Edina City Engineer
Michael Thompson, PE – Edina Living Streets Committee Chair

From: Dan Edgerton, AICP – HR Green
Jack Broz, PE – HR Green
Fred Rozumalski, RLA – Barr Engineering Co.
Matt Metzger, PE – Barr Engineering Co.

Subject: Edina Living Streets – Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

Date: August 13 , 2012

1.0 Introduction

The City of Edina seeks to encourage the development of a more accessible and sustainable transportation system over time. To accomplish this goal, the city envisions redesigning its street network using a "complete streets" approach, guided by green streets and active living design principles. The result will be a "living streets" system which facilitates all modes of transportation, incorporates ecological services, and encourages walking and bicycling through safe and aesthetically attractive transportation corridors. The purpose of this memorandum is twofold:

1. To document the review of existing plans and policies relevant to living streets, and
2. To provide a framework for a Living Streets Policy and Plan.

2.0 Review of Existing Plans and Policies

The City of Edina has implemented a number of planning and policy documents, ordinances, and other initiatives which have a bearing on transportation system investment decisions. Attachment 1 includes a draft livings streets policy background document, prepared by the city. This document summarizes the relevant plans and policies which lead to the undertaking of the current study, many of which provide the policy direction and guidance for the city's living streets efforts. In contrast, some existing policies and regulations could conflict with or create a barrier to the implementation of a living streets program.

The following is a brief summary of the documents, regulations, and programs most relevant to living streets. As the city moves toward implementation of its Livings Streets Policy and Plan, each of these documents should be reviewed and policies and regulations with a direct connection to transportation design elements (i.e., right-of-way, sidewalks, trees, etc) should be amended in order to expressly support the city's living street goals.

Plans and Studies

- Edina Comprehensive Bicycle Transportation Plan (2007)
  The Edina City Council adopted a Comprehensive Bicycle Plan in 2007. The guiding vision for this document is to support the gradual transformation of the City of Edina into a "progressive

bicycle-friendly community where citizens can easily integrate cycling into their daily lives." This document compliments living street by planning for a fully integrated, safe, and inviting bicycle network for a full range of users.

- Edina Comprehensive Plan (2008)
  The Edina City Council adopted an updated Comprehensive Plan in 2008. The plan promotes a vision for a city that is pedestrian, bicycle and transit friendly and inclusive of all users. A number of chapters are relevant to living streets, including Chapter 2: Visions, Goals, and Objectives; Chapter 4: Land Use and Community Design; Chapter 7: Transportation Plan; and Chapter 10: Energy and the Environment.

- Edina Comprehensive Water Resources Management Plan Update (2009)
  The City of Edina developed a Comprehensive Water Resources Plan in 2009. This plan establishes the City's goals and policies for municipal drainage systems, design criteria, and rules for development and redevelopment. The plan supports the living streets goals to reduce street water runoff into watersheds.

- Edina Capital Improvement Plan (2012)
  The purpose of the Capital Improvement Plan (CIP) is to guide capital investment decisions based on a community's needs, taking into account the best use of limited resources while providing efficient and effective municipal services. As the Edina Living Streets Policy is implemented, the CIP should be revised to reflect prioritization of capital investments in accordance with the city's living streets goals.

Programs and Initiatives

- Edina Fit City Program (Resolution 2006-70)
  In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program," which recognizes cities committed to creating and maintaining an environment supportive of active living. The goals of the Fit City program and the City's resolution supporting an activity-friendly community compliment living streets.

- Edina Green Steps Program (Resolution 2011-37)
  The City of Edina adopted a resolution to participate in the Minnesota Pollution Control Agencies (MPCA) Green Step Cities program in 2011. The Green Step Cities program aims to provide Minnesota cities a clear pathway to greater sustainability based on implementing best practices specific to Minnesota cities. Several of these best practices would be supported by a Living Streets Policy, including, #11: Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts); #12: Mobility Options (walking/biking, Safe Routes to School, etc.); #16: Urban Forest; #17: Efficient Stormwater Management; #18: Green Infrastructure (porous pavement, swales, etc.); and #19: Surface Water Quality (rain gardens, etc.).

- Bloomington Public Health
  Bloomington Public Health provides public health services to Bloomington, Edina, and Richfield. This includes Statewide Health Improvement Program (SHIP) and the Community Transformation Grant (CTG). SHIP is working with communities, schools, worksites, and healthcare to reduce the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer. SHIP seeks to make healthy living easier where we live, work, learn, and play. CTG has similar goals and also supports the Living Streets Policy in Edina. A Living Streets Policy would complement these programs as it would promote active living and make it easier for community members to be physically active.

- Edina ***do***.town Program (2011)
  In September 2011, the City of Edina, in partnership with Bloomington and Richfield, launched an 18-month initiative to improve community health by making changes that support healthy eating and active living choices. The goal of ***do***.town is to bring together community members and leaders to think and talk about ideas that would make the healthy choice the easy choice in Bloomington, Edina, and Richfield.

Policies and Regulations

- Edina Assessment Policy (2010)
  The purpose of the Edina Assessment Policy is to provide regulations for assessments to properties for non-state aid street projects. This policy is relevant to Living Streets as it governs how traditional street improvements are funded. As the Edina Living Streets Policy is implemented, the city should seek new and innovative ways to provide additional funding for design elements related to livings streets and update its assessment policy to clearly define how each street design element will be funded.

- Municipal State Aid Special Assessment Policy (2010)
  The purpose of the Municipal State Aid (MSA) Assessment Policy is to establish assessment rules for MSA improvement projects. As the Edina Living Streets Policy moves forward, the city should collaborate with its partners (i.e., Hennepin County, MnDOT, etc.), to identify new ways to support the implementation of living streets in Edina.

- Edina City Code
  The Edina City Code is a comprehensive document which codifies the general ordinances of the City of Edina. Several elements of the City Code will have a direct bearing on the implementation of living streets within the city, whether through supporting policies, or in some cases policies that conflict with living streets principles. The following is a listing of some of the relevant chapters (not all inclusive). Upon implementation of a Living Streets Policy in Edina, these elements of the City Code should be reviewed and updated as necessary to expressly support the city's living streets goals.
  - *Chapter 4: Buildings, Construction and Signs* – Revise the following sections to support living streets principles such as creating livable neighborhoods.
    - Section 405: Landscaping, Screening and Erosion Control
    - Section 421:Right-of-way management
  - *Chapter 7: Health* – Consider linking this ordinance to the Living Streets Policy to support active living goals.
  - *Chapter 8: Land Use Plats and Zoning (all sections)* – Consider adopting form based zoning polices which emphasize size and position over use. This tool could be used to encourage living streets tenants such as mixed use development which promotes active living and helps to make the street a more attractive environment for non-motorized users.
  - *Chapter 10: Misdemeanors and Nuisances* – Revise the following sections to support living streets principles such as reducing the total amount of paved area through modified parking and vegetation ordinances.
    - Section 1046: Parking and Storage of Vehicles and Equipment
    - Section 1050: Maintenance of Vegetation
  - *Chapter 11: Public Utilities (all sections)* – Revise this chapter to support the stormwater efficiency goals of living streets.
  - *Chapter 12: Streets and Parks (all sections)* –This chapter should be thoroughly reviewed and revised to support living streets goals such as allowing flexibility in street

design to implement a full range of living streets design elements and to place greater emphasis on serving the needs of non-motorized users.

- *Chapter 14: Traffic Control and Vehicles* – The following sections should be thoroughly reviewed and revised to both support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements, and to remove barriers such as excessive auto "clear zone" requirements as appropriate.
  - Section 140: Pedestrian, Bicycle, and Vehicular Traffic, Parking, Standing and Loading
  - Section 1405: Clear View Zone

In addition, as living streets implementation moves forward, the city should adopt additional policies and ordinances in support of living streets, such as traffic calming and street design guidelines. These policies should be defined as part of the future living streets planning process.

3.0 Lessons Learned

The following is a summary of key lessons learned during previous Living Streets efforts in other municipalities.

Lessons Learned in Los Angeles County, CA

(May 3, 2012 Discussion with Ryan Snyder of Ryan Snyder Associates)

Lessons learned related to policy:

- Build a policy from the ten policy elements delineated in Table 2.1 of the Los Angeles County Model Design Manual for Living Streets.
- Exceptions should be rare. The process for design and review must be clear.
- City procedures and standards need to be changed as appropriate to accommodate the new policy. For example it may be stipulated the a bike advisory committee reviews all street projects, or a pre-design check list is created for components of Living Streets (e.g. pedestrian circulation, stormwater management, street trees).
- It is important to create implementation plans. It might include plans such as Safe Routes to School (SRTS), a sidewalk plan, or an urban forest plan.

Lessons learned related to implementation:

- For each street project Ryan recommends well facilitated workshops with property owners to first educate them on Living Streets, and then to have them participate in the selection of street elements appropriate for their street.
- During the education process show lots of photographs and drawings of Living Streets as well as dysfunctional streets. Make it very visual. Explain all the benefits. Talk about the down side of keeping the street as it is.
- It is important to have all voices (supporters as well as opponents) at the table during the facilitated workshops, and to encourage the quiet people to speak their mind. It helps to break into small groups and have a balance of opinions at each table.
- In preparing for the workshops, understand any complaints about the project street beforehand in order to respond with a Living Streets solution. Create solutions from the complaints.

- Label this policy as a traffic calming and street beautification initiative rather than undefined term such as Bike Boulevard or Living Streets. This allows focus on the benefits, and prevents a target for opponents.
- The most significant opposition to Living Streets stems from confusion about traffic congestion. When proposing a Living Street project, designers and staff should be well prepared with statistics from other projects and other cities that prove that congestion does not become an issue. Ryan suggests steering the conversation away from congestion and to the life style benefits of Living Streets.
- Ryan has found that it is essential for city leadership to stand behind the plan. Staff must be fully supported in the process of implementing Living streets, and not be put in the middle of disputes between neighborhood factions.
- It will be important to provide Living Streets training for city staff.

Lessons Learned in Creating the North St. Paul, MN Living Streets Policy and Plan

(Barr Engineering Staff)

- Gather feedback about Living Streets concepts from residents prior to targeting specific neighborhood projects. Then, implement Living Street projects in areas where demographics or questionnaire feedback shows support. If there are residents who have a history of opposing proposed actions by the City, they are likely to oppose a new effort as well.
- During the N. St. Paul community engagement process, public opinions showed correlations with demographics. Much support was seen from younger families, new to the area, some with children. Much dissent was received from older, senior residents who have resided in the neighborhood for a long time.
- Every street and neighborhood is unique. The street reconstruction elements favored by residents are likely to vary. The complexity of design on different street types (state-aid vs. locally funded) will vary. Implementation should be flexible to accommodate the needs of each unique street segment.
- A useful strategy may be to not name the effort "Living Streets", but to simply make changes to street reconstructions policies, design process and focus on safe routes to school. In North St. Paul the term became a target for residents opposed to the project. Reconstructing streets using Living Street design elements under the usual capital-improvement process may prove to be a good strategy.
- In North St. Paul and Maplewood, it was vital to have a design process framework for the Ramsey-Washington Metro Watershed District to cooperate w/ the City Engineer(s). This cooperative effort facilitated design development and feedback exchange at key phases of concept and final design. The District and City worked together to develop design templates and final designs that addressed their various goals and the goals of other stakeholders. Developing a design process in Edina that engages various stakeholders early in the design process and throughout design and construction is recommended.

4.0 Living Streets Development Framework

In order to implement an effective living streets program in Edina, the city should develop a Living Streets Policy and Plan, which includes a clearly stated vision statement and goals, a set of supporting policies, and a process or plan for implementation. This development framework is illustrated in Figure 1. This document presents a draft living streets vision and a policy template developed based on the initial stakeholder engagement workshop described below. These represent the first two steps in the development framework. The third step, which includes a detailed plan for implementation of Living Streets in Edina, will be developed as part of a future effort.

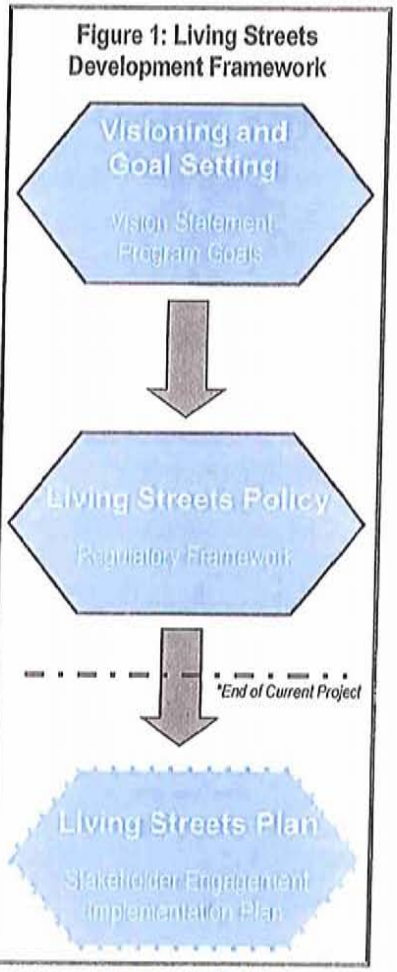
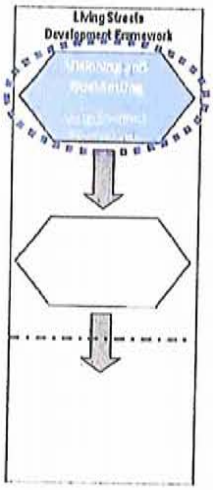


Figure 1: Living Streets Development Framework

A Living Streets Policy will provide the regulatory framework for living streets and a Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates. The purpose of this framework is to facilitate discussion in order to move the City toward adoption of an Edina Living Streets Vision and the development and implementation of a Living Streets Plan. This material should be continually updated and refined as the living streets implementation process moves forward.

Visioning and Goal Setting



In March of 2012 the City of Edina hosted a two part Living Streets Workshop, facilitated by a nationally recognized living streets expert (refer to Attachment 2 for a summary). The purpose was to introduce participants to the living streets concept and to initiate the process of developing a Living Streets Policy in Edina. A key result of this effort was the engagement of stakeholders in the visioning, goal setting, and policy making process. The results and proceedings from this workshop served as the basis for the development of the vision and policy framework presented below.

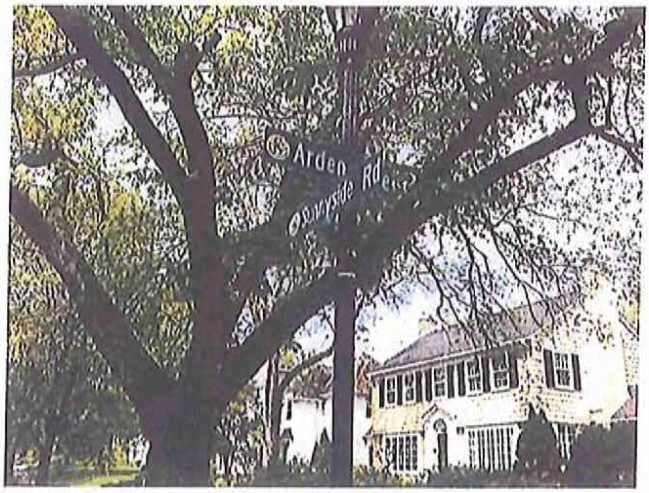
Living Streets Vision

The purpose of the vision statement is to set the philosophical framework for living streets in Edina. It should answer the question *"why implement living streets?"*, creating a picture or vision of the community which Edina residents are striving toward. As part of the Living Streets workshop, attendees participated in a visioning exercise in which they were asked "What will be the vision behind a new living streets policy? (refer to Attachment 2)" Based on this visioning session a series of common themes emerged. These themes paint the vision for living streets in Edina.

Participants envisioned Edina as a place...

... where all modes of transportation are equally accessible

... with a cohesive community identity

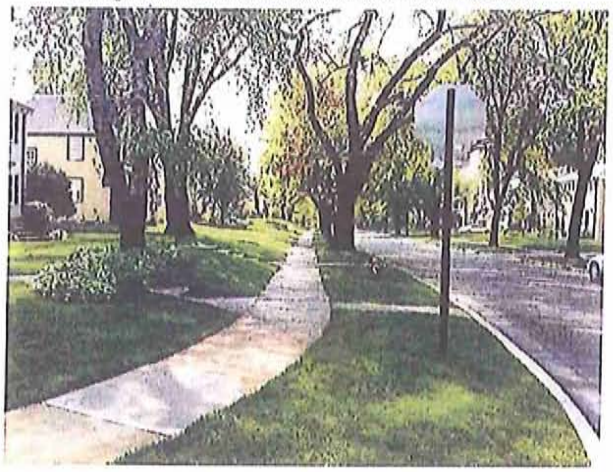


... where families regularly choose walking or bicycling instead of driving

... where biking and walking are not only safe and convenient, but also enjoyable

... where people choose physical activity for enjoyment

... where public policy strives to promote sustainability through balanced infrastructure investment decisions.



... where the streets are a place you want to sit.

... where environmental stewardship and reduced energy consumption are pursued in the public and private sectors alike.

Based on the themes described above, the Edina Living Streets Committee developed the following draft vision statement for stakeholder consideration.

Draft Edina Living Streets Vision Statement

> *Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

The purpose of this draft statement is to facilitate discussion in order to move the City toward an approved Edina Living Streets Vision. This vision statement should be continually updated and refined as the living streets study process moves forward.

Living Streets Goals

In order to develop a policy which moves the city toward its vision for living streets, it is important to clearly articulate the goals and priorities of the living streets program. Goals should answer the question "*what will living streets look like?*", stating the broad, overriding outcomes the city wants to achieve. Typical goals for implementing living streets are listed below:[1]

- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce stormwater runoff and capture/treat pollutants for improved watershed health
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Maintain and improve the urban forest

With these goals presented as a basis, participants of the Edina Living Streets Workshop developed the following priorities for living streets in Edina:

Living Street Priorities

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Further, the following were identified as additional goals or attributes for the Edina Living Streets System:

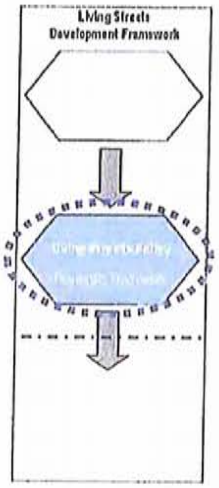
Secondary Goals

- Foster income equity
- Pedestrian-oriented design
- Connect people, not just places

[1] Los Angeles County. Model Design Manual for Living Streets. 2011.

- Foster active lifestyles
- Be inviting
- Support commerce
- Be sustainable

Living Streets Policy Development



The intent of a living streets policy is to provide policy direction in support of implementing the city's living street vision and goals. A livings streets policy should answer the question "*how will we achieve living streets*?" It should be broad enough to cover all aspects of the transportation system and should contain sufficient detail to guide the design process in support of living streets principles. The policy should not prescribe how to design every segment of every street; rather, it should clearly define what the city wants to accomplish with its streets and refer to specific design guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, design templates, etc.).

Los Angeles County has developed a living streets policy model based on the 10 policy elements for complete streets established by the *National Complete Streets Coalition*, updated to incorporate living streets principles.[1] Any agency may adopt all or part of the Los Angeles model as is, or modify the model based on community goals, provided the Los Angeles Count Design Manual is acknowledged and credited as appropriate.

The following is a draft Edina Living Streets Policy framework, which was developed using the Los Angeles County model described above as a template, and updated to reflect the values of Edina. This framework includes a range of policy elements and statements intended to provide comprehensive policy level support for living streets. The policy is intended to provide a regulatory framework for living streets and not a plan for implementation.

The draft policy framework should be reviewed and refined by the Edina Living Streets Committee throughout the living streets process, based on comprehensive stakeholder engagement and continuous public outreach. Once the Edina Living Streets Policy has been finalized, the Living Streets Committee should present the policy to the full Edina Transportation Committee for final approval and recommendation to the City Council. Once a final policy is drafted and approved, the policy can be enacted by the City through a living streets ordinance or resolution enacting the policy.

Draft Edina Living Streets Policy

Vision Statement – *Why?*

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Goals (based on Edina Living Streets Workshop – March 2012) – *What?*

The goal of the Edina Living Streets Policy is to ensure the following:

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Policy Elements (guided by Los Angeles Co. model) – *How?*

Living Street Element	*Policy Statements*
Vision	The City will develop policies and practices that cause its transportation system to be designed in accordance with the Living Streets Vision and Goals described above.
All Users and All Modes	The City will incorporate the full range of appropriate living streets elements in accordance with its Living Streets Policy and Plan when planning for and designing the local transportation network and in regulatory approvals for private developments, such as conditional uses and PUD. The City will plan, design, and build high quality transportation facilities that prioritize the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.
Connectivity	The City will strive to enhance community cohesion by connecting places. This will include design, operation, and maintenance of a transportation system that provides a highly connected network of streets, paths, and trails. The street network will accommodate all modes of travel. The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and to adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit. The City will prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses. The City will require large, new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.
Jurisdiction	The City will seek to implement livings streets on all streets within Edina. The roadway network in Edina generally comprises state, county, and local routes. Policies and legislation supporting living streets implementation on state and county routes are in place. The State of Minnesota has passed legislation in support of complete streets on state routes and MnDOT is in the process of developing a Complete Streets Policy. Hennepin County has enacted a policy supporting complete streets implementation on County routes. While there are differences, Edina's living streets vision and the state and county complete streets efforts are complementary. The Edina Living Streets Policy applies to all roads within the City's jurisdiction (local, collector, and arterial).

	The City will require all developers to obtain and comply with the standards and procedures of the Edina Living Streets Policy and Plan. The City will actively seek to coordinate its Living Streets Policy and Plan with partner agencies, in order to influence decisions on roads outside of its jurisdiction (i.e., MnDOT and Hennepin County). This will include providing a copy of the Edina Living Streets Policy to partner agencies, and seeking their input throughout the Living Streets Plan development process. At a minimum, this outreach to partner agencies will include MnDOT, Hennepin County, the Metropolitan Council, and the Minnehaha Creek and Nine Mile Creek Watershed Districts.
Phases	As living streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, the City will apply the living streets policy document to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use. Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a roadway construction project, in order to ensure multimodal connectivity and continuity. The City will draw on all sources of transportation funding to implement living streets and actively pursue new funding sources as available.
Exceptions	Living streets implementation will be a required component of ALL street construction, reconstruction, repaving, rehabilitation, and maintenance projects. Exceptions to the guidelines set forth in the Edina Living Streets policy may be made, based on professional judgment. The City will develop an Living Streets exception request process to set the conditions by which a project could be exempted from part of all of the Edina Living Streets Policy
Design	The City will adopt new living streets design guidelines and procedures to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs. The City will undertake a planning effort to define this process. The City will incorporate living street design principles of into all city plans, manuals, rules, regulations, and programs as appropriate, in accordance with the Living Streets Policy and Plan. As new and better practices evolve, these will be incorporate those as well. The City will provide well-designed pedestrian accommodations in the form

	of sidewalks or shared-use pathways on all arterial and collector streets and on local streets. The City will provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate. The City will provide bicycle accommodations along all avenues, boulevards, and connector streets. Bicycle accommodations could include but are not limited to bike lanes, trails, or other improvements. The City will keep street pavement widths to the minimum necessary. The City will allocate right-of-way for boulevards, plant trees, and treat stormwater associated with right-of-way harcover, including trails, transit, and pedestrian facilities as well as streets, whenever a street is constructed, reconstructed, or relocated where physical conditions warrant. The City will prioritize right-of-way space allocation for access and mobility (all modes) improvements and include on-street residential parking only when it is not in conflict with access and mobility (all modes) and achieving other living streets goals, such as managing stormwater runoff.
Context Sensitivity	The City will seek input from local stakeholders when designing their streets with input from local stakeholders. Street design will enhance the character of neighborhoods and be in keeping with existing land uses. When designing streets, the City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines. The City will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting. The City will coordinate with merchants along commercial corridors to develop vibrant retail districts. The City will inventory building and zoning codes to bring into agreement with Living Streets principals and minimum design guidelines as established by the Living Streets Policy and Plan. The City will develop a Living Streets Plan which includes a palette of design templates for street types and minimum design guidelines, from which developers can choose.
Implementation	The City will develop, adopt, and apply a Living Streets Plan for the implementation of living streets in Edina. At a minimum, the plan should include the development of street typologies based functional classification,

multimodal traffic volumes, and land use, which are correlated to a design "toolbox."

The City will incorporate living streets concepts into the next circulation element of their general plans (i.e., Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.).

The City will update its storm management plan to include living streets principles which aim to capture streetwater runoff on site.

The City will create an urban forest management plan to protect and expand the existing urban tree canopy.

The City will review, modify, update, and delete out-dated policies included but not limited to the Assessment Policy and the City Code.

The City will prioritize CIP-prioritize by mode; based on the Living Streets Policy and addressing safety, access, and convenience.

The City will actively engage stakeholders in the street planning and design process, including property owners, residents, and other users of the transportation system. At a minimum, engagement efforts will entail extensive education campaigns, design input, public meetings, and other forms of on-going communication.

The City will actively seek out and pursue funding and grant opportunities to implement the Living Streets Policy and Plan.

Operations

The City will update right-of-way maintenance standards and practices to support living streets. As an example, on-street bicycle lanes may require more upkeep (i.e., cleaning/debris removal, striping, etc.).

The City will update its traffic enforcement practices to support living streets, such as citations for speed limit violations.

Every city agency, including public works, planning, maintenance, and others will follow the Edina Living Streets Policy and will conduct ongoing coordination in support of living streets operations.

The City will conduct on-going public engagement in order to provide public education on safe and efficient street operations and multimodal considerations. This could include targeted stakeholder education meetings (i.e., senior living facilities) a page on the city website and a living streets component at regularly scheduled public meetings and open houses.

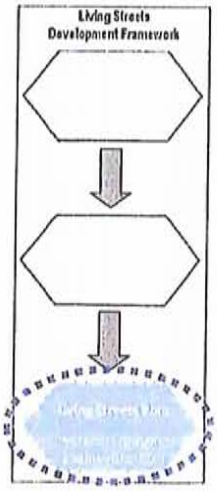
5.0 Next Steps

The purpose of the living streets vision and goals, and policy framework presented herein is to facilitate stakeholder dialog in an effort to move toward the development and adoption of an Edina Living Streets Policy and a Living Streets Plan. The Living Streets Policy will provide the regulatory framework for living streets and the Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates.

Living Streets Policy

The next step in this process is the continued refinement of the Living Streets Policy Framework based on stakeholder engagement efforts. The purpose of the next stakeholder engagement efforts should be to present and seek input on the Living Street Vision and Goals and Policy Framework, in order to build stakeholder support for the Living Streets Policy. The policy should be a dynamic document (i.e., continuously revised, modified, and updated), which clearly articulates and supports the city's vision and goals for living streets in Edina.

Living Streets Plan



Presented above are a draft living streets vision and a policy template, which represent the first two steps in the living streets development framework. The third step includes the development of a detailed plan for implementation of Living Streets in Edina. After completion of a Living Streets Policy, the city should undertake a planning process which includes robust stakeholder engagement, identification of priority streets, and areas (neighborhoods/districts) for the implementation of living streets policies. The plan should include the development of an implementation process which includes design guidance. The implementation process should not prescribe how to design every segment of every street; rather, after clearly defining what a community wants to accomplish with its streets, designers can apply this framework along with the specific guidance developed as part of the planning process (i.e., prioritization, checklists, etc.), to meet the community's goals. A key element of the implementation process is the identification of the desired modal balance for each element of the project. This process should recognize that the needs of all roadway segments and corridors within a project are not the same and improvements should be designed to provide the level of functionality needed for each mode, given the context of a project. For example, the bicycle accommodation needs of a high speed urban arterial road would not be the same as a residential street. The plan should also include an examination of how aboveground stormwater management can be accommodated within the right-of-way of varying street types. Living streets harvest stormwater to recharge groundwater and water street trees. Accomplishing this in narrow right-of-ways requires forethought. In addition, urban forest expansion into the right-of-way should be addressed in the plan.

At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design "toolbox." This should include an implementation process or check-list which is followed when a street project is initiated. The Edina Living Streets Committee developed the following as an example. The process would identify the functional classification and traffic volumes, such as:

- Low volume local – under 300 vehicles per day (vpd)
- Local – 300-1000 vpd
- Higher volume Local – over 1000 vpd
- Minor collector – under 3000 vpd
- Collector – 3000-6000 vpd

- Major collector – over 6000 vpd

The process should also include considerations for land use and other relevant issues, such as:

- Business segment – that part of a street adjacent to and within a set distance from a business district
- School segment – that part of a street adjacent to and within a set distance from a public or private K-12 school or public community center
- Park segment – that part of a street adjacent to and within a set distance from a public park or regional trail
- Flagged – streets or segments of streets for which a problem has been identified, such as speeding.

In this example, a project on Elm Street might have the following considerations:

> *Elm Street has 1300 vpd. The segment of Elm between 42nd Street and 44th Street is adjacent to the school. The school segment runs from 41st Street to 45th Street. A speeding issue has been noted on the 3900 block.*
>
> *Classification: Higher volume local with school segment, flagged for speeding and volume.*

This process would allow streets to be classified and correlated to an appropriate set of design tools, given the context of the street. The intent of this process is not to develop street typologies with strict design standards, but rather to facilitate an informed decision making process which will meet the needs of users while achieving the City's Living Streets goals.

Two example design Templates are included as Attachment 3. An example work plan, budget, and schedule for the proposed Living Streets Planning process are included as Attachment 4.

Attachment 1: Living Streets Background Document

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

1) Reduce crash rates and severity of crashes;
2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
3) Encourage mode shift to non-motorized transportation and transit;
4) Reduce air and water pollution and reduce noise impacts;
5) Increase transportation network connectivity;
6) Maximize the efficient use of existing facilities;
7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
8) Safely integrate intermodal connections across the transportation network; and
9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

#11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
#12. Mobility Options (walking/biking, Safe Routes to School, etc.);
#16. Urban Forest;
#17. Efficient Stormwater Management;
#18. Green Infrastructure (porous pavement, swales, etc.); and
#19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
7. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets[1]

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

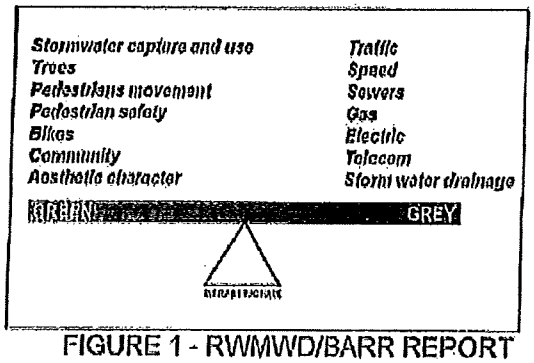


FIGURE 1 - RWMWD/BARR REPORT

A Living Streets policy should:

1 Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Aichinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
2) Implement traffic calming measures through the use of techniques best suited for site conditions.
3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

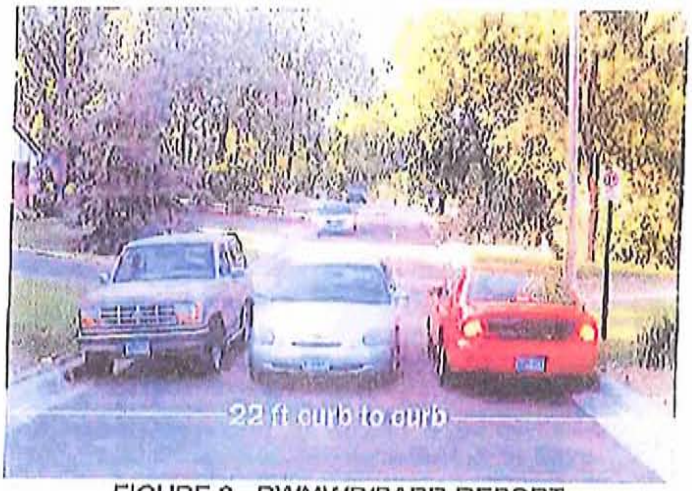


FIGURE 2 - RWMWD/BARR REPORT

FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

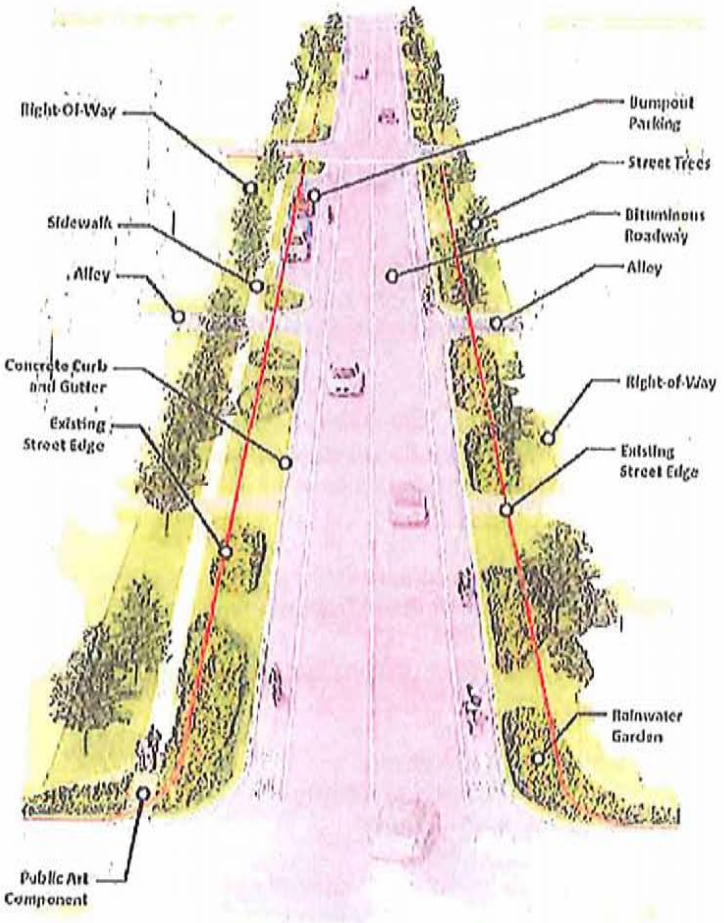


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

1) Sample Resolution
2) Excerpts from 2008 Comprehensive Plan

DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving stormwater quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest

THEREFORE, BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (p. 4-21)
6. Increase mixed use development where supported *by adequate infrastructure to minimize traffic congestion, support transit,* and diversity tax base (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is* contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, *promotes community identify and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

> *There is a fundamental link between land use planning and transportation planning. The transportations system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)*

Land Use Policies—
3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated *to ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency* and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building. (p. 4-34)

Staging Development: Small Area Plans—
These Small Area Plans may include planning principles such as:
1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
3) *Smaller parking footprints*
4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—
A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*
Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.
Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc)* (p. 4-47).

Implementation—
Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include at tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

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 transportations 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 the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips ad 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 provisions 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 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* (p. 7-38-39).

Policies
Roadway Design:
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.
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets,* decorative street lighting, and monuments.
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population* (p. 7-39-40).

Parking:
2. Continue to limit on-street parking in and near congested commercial 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 drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and sue of designed 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.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation* (7-43-44)

Comprehensive Bicycle Transportation Plan—

Vision:
The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles
The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of actives living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option In Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management
Goals:
4. *Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness* (9-21)
Policies:
5. *Create a program for maintaining trees throughout the City, and replacing them as necessary* (p. 9-22).

Walking and Biking Trails Pathways Plan
Policies:
2. *Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan* for the Cit of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, *as well as to identify the most appropriate routes for links to regional systems,* as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air
4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health
Goals and Policies:
1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
- Mobilize community partnerships and action to identify and solve health problems
- *Develop policies and plans that support individual and community health efforts*

2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

   Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity,* nutrition, and *weight management.* A strategy for reducing these behavioral risk factors is:

   - *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

   - Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

   - Fostering healthful behaviors such as good nutrition, *physical exercise,* medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

Attachment 2: Edina Living Streets Policy Development Workshop

REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To:	Edina Transportation Commission	Agenda Item No.: **VI.E.**
From:	Wayne D. Houle, PE City Engineer	**ACTION:**
Date:	March 15, 2012	☐ **Recommendation/Motion**
Subject:	Living Streets Workshop Recap	☐ **Discussion** ☒ **Information**

Info/Background:
This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:
- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety "free range kid" environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
  - Comprehensive plan, transportation chapter
  - Ordinances
  - CIP
  - Bike plan
  - Assessment policy
  - Green step cities
  - MN DOT standards
  - Local standards
- What is the process used to make decisions now?
  - Start with a study
  - Each street has a different process
  - Notices in advance, neighborhood notices
  - Trans Commission and to council
- What in this process is keeping you from creating living streets?
  - Design charettes
  - Public education campaign citywide
  - Walking tour
  - Development process preceding design
  - Vision exercise
  - Baseline policy and informing people
  - Using exceptions to guidelines
  - Identifying stakeholder

3/8/123/8/12

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
  - Safe access for all users
  - Streets will vary in character (context sensitive)
  - Transportation network will enhance neighborhoods
  - Will incorporate green management
- Additional attributes:
  - Foster income equity
  - Pedestrian-oriented design
  - Connect people, not just places
  - Foster active lifestyles
  - Be inviting places
  - Support healthy commerce
  - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative "problems." Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations, retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency's jurisdiction?

All roads within the city's jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city's control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

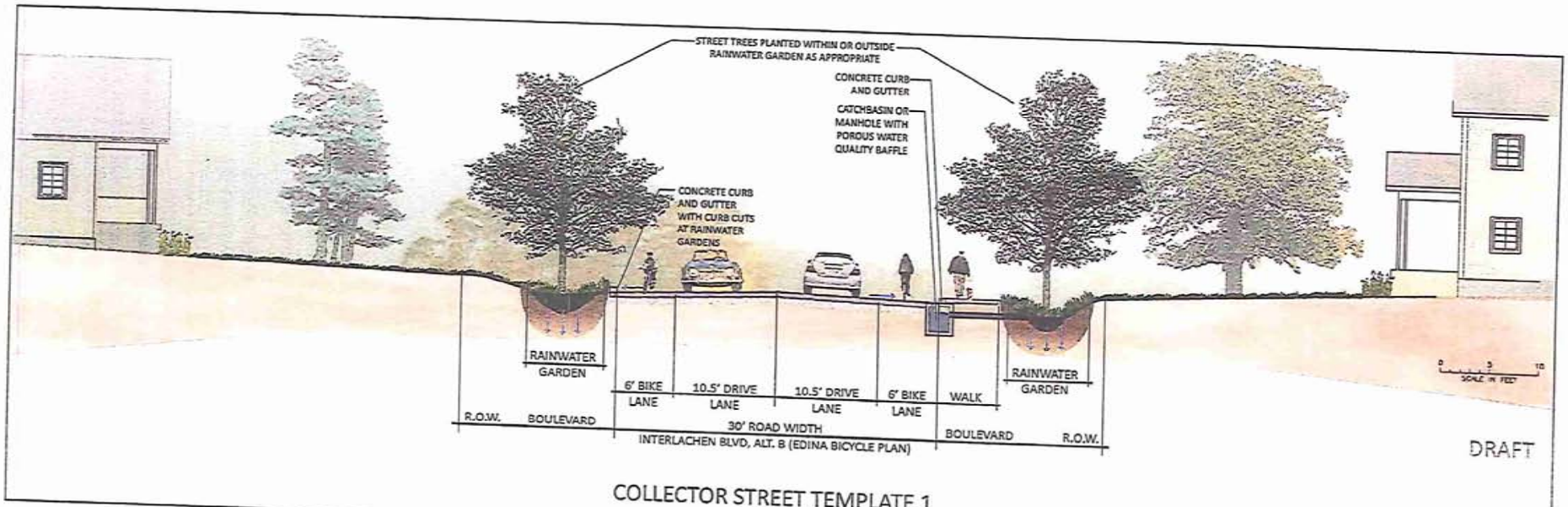
9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

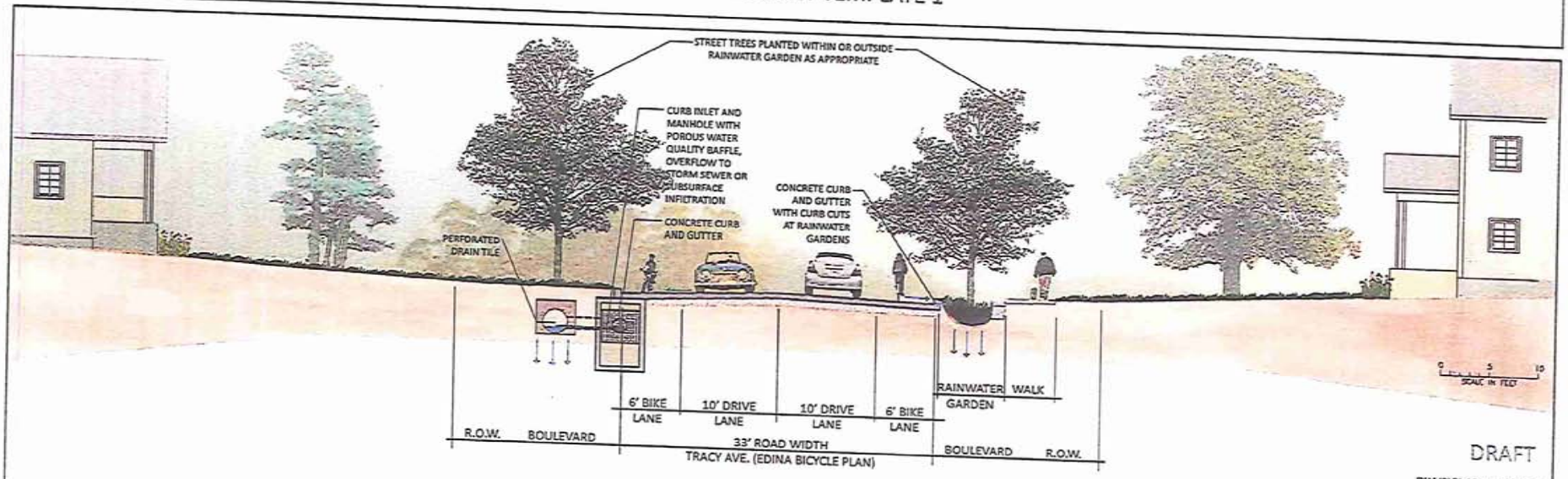
10. What implementation steps will be mentioned in the policy?

- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

Attachment 3: Example Living Streets Implementation Templates

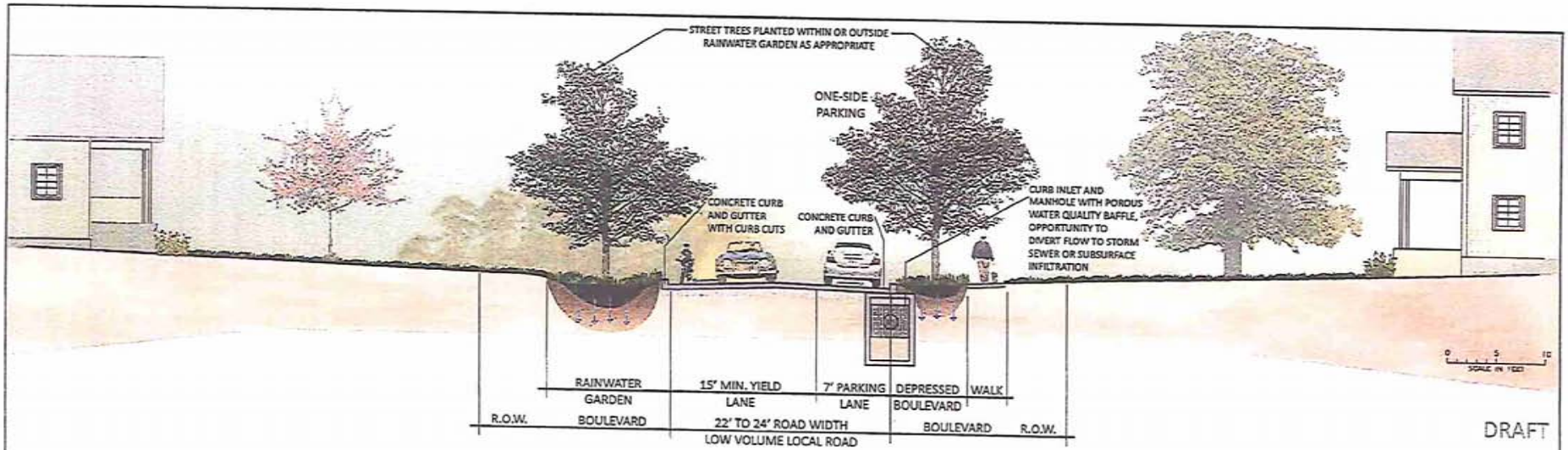


COLLECTOR STREET TEMPLATE 1

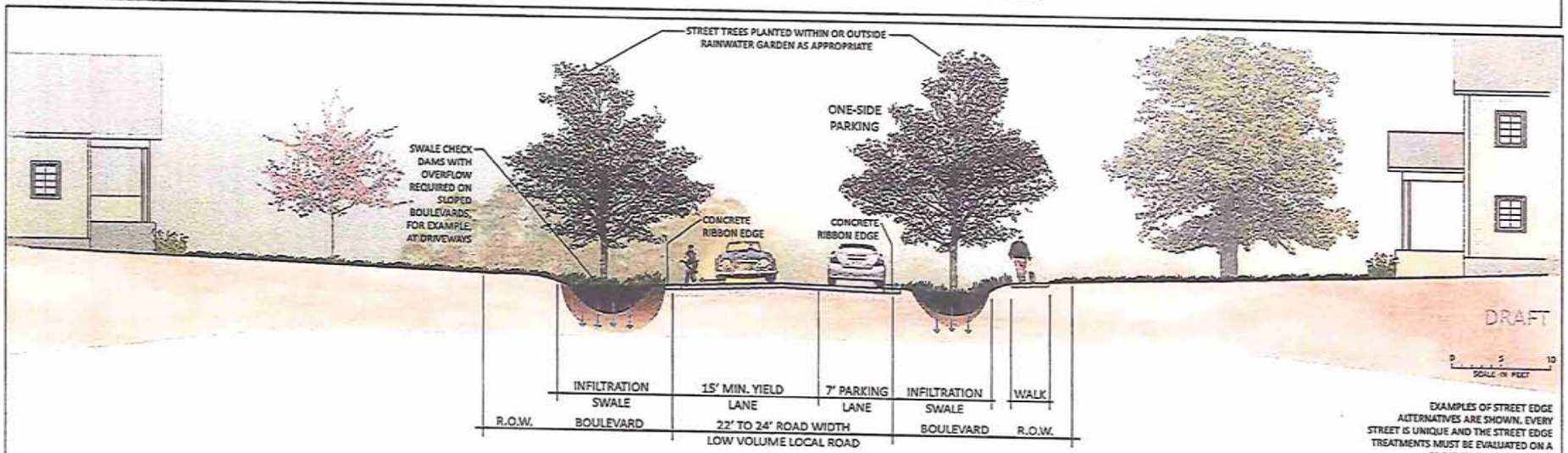


COLLECTOR STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 1



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.

THE CURBLESS SECTION IS PROPOSED ONLY FOR THOSE LOW VOLUME LOCAL ROADS THAT CURRENTLY DO NOT HAVE CURB AND GUTTER.

Attachment 4: Proposed Edina Living Streets Planning Process

HRGreen

BARR

Edina Living Streets Project – Phase 2
Proposed Work Planning Process Work Plan

As part of Phase 2 of the Edina Living Streets Project, HR Green and Barr Engineering will complete a process resulting in the development of a comprehensive Living Streets Plan for the City of Edina. As described in the Edina Livings Streets policy Technical Memorandum developed as part of Phase 1, our multi-tiered approach will focus on understanding the range of users, modes, routes, and destinations within the city, as well as environmental considerations such as stormwater management. Our unique stakeholder oriented process will result in the development of an implementation process which will support the City's Living Street goals.

Task 1: Project Management

The project manager will ensure the delivery of quality products on schedule and on budget, as well as foster a cooperative spirit through strong and continuous communications. Our approach to project management includes weekly staff meetings via conference call with the local project manager and/or the Living Streets Committee chair (as needed), as well as regular Project Management Team (PMT) meetings at critical decision points throughout the study process (see Task 2).

Task 2: Stakeholder Engagement

As ongoing stakeholder engagement is inherent to the success of the Edina Living Streets Plan and implementation of Living Streets in Edina, widespread and ongoing stakeholder engagement is necessary. The study will include a unique approach to public process which follows the same steps as a traditional process, but engages stakeholders differently. The stakeholder engagement process will follow three distinct phases: 1) stakeholder goal-setting, 2) stakeholder development of measures of effectiveness to meet the goals, and 3) stakeholder evaluation of project. The development of goals and measures of effectiveness (phases 1 and 2) will occur as part of the living streets planning process, while the project evaluation (phase 3) would take place as part of the implementation of individual projects and would be used to calibrate the designs to stakeholder expectations. Stakeholder meeting content and format will facilitate stakeholders through the plan development process, leading to the development of a Living Streets Plan calibrated to the unique viewpoint of each modal group and widely supported by stakeholders and users. The following list identifies the key stakeholder groups and public engagement activities proposed:

- Project Management Team (PMT) - The Edina Living Streets Committee formed as part of phase 1 of the Edina Living Streets Project will serve as the Project Management Team (PMT) for the study. The PMT will meet regularly throughout the course of the study to review analysis, guide the overall study process, review input generated by public involvement activities, evaluate deliverables, and approve the Edina Living Streets Plan findings and recommendations. It is anticipated that the PMT will meet at Edina Public Works once per month through the duration of the study.

- Technical Advisory Committee (TAC) – The Technical Advisory Committee (TAC) will be composed of technical staff identified by the PMT. Membership is anticipated to include representatives from various City departments (i.e., public works, community development, etc.), MnDOT, Hennepin County, Three Rivers Park District, local watershed districts, as well as other agency representatives identified by the PMT. The TAC will meet three times at critical study milestones in order to provide technical input on issues and opportunities, review the study proposals and recommendations, and report back to their respective agencies.

- Neighborhood Advisory Committee (NAC) – The Neighborhood Advisory Committee (NAC) will be composed of representatives from key community groups, including residents, local

businesses, community interests, schools, seniors, and members of the PMT. The NAC will meet three times at critical study milestones in order to advise on issues and opportunities, provide input, review the study proposals and recommendations, and report back to their respective groups. NAC meetings will be held at a central location to be determined by the PMT, such as the Edina Community Center.

- Focus Groups – Individual meetings will be held with several important public/private stakeholders, including the business community, public safety (sheriff, police, and other emergency responders), environmental agencies (parks and watershed districts), school district representatives, and utility companies. The purpose of these meetings is to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.

- Edina Transportation Commission – The Edina Transportation Commission will be the policy-making body governing this study and will be responsible for consideration of study recommendations, approving study products, and implementing recommendations. The study team will conduct up to two (2) meetings with the Edina Transportation Commission, one early and one late in the study process.

- Open House Public Meetings – Two public open houses will be help early and late in the process to provide opportunities for the general public to participate in the study process.

- Project Website – A project website (hosted by the City) will be developed and updated periodically throughout the study process (three-updates) in order to inform stakeholders on upcoming public meetings, provide study updates, and advise the public on key study analyses and recommendations.

Task 3: Existing System Assessment

The intent of this task is to develop a comprehensive understanding of the existing roadway system and infrastructure within the City of Edina, in order to guide prioritization of future investments. The study team will study all relevant documents and materials including the Edina Comprehensive Bicycle Transportation Plan (2007), Edina Comprehensive Plan (2008), and the Edina Comprehensive Water Resources Management Plan Update (2009). This information will be supplemented with additional data (as available), including the following: vehicle, pedestrian, and bicycle traffic volumes; existing and proposed roadways, trails, and sidewalks; existing and proposed transit routes and boardings and alightings data; pedestrian, bicycle, and transit system plans; community comprehensive and land use plans; and local development/redevelopment plans.

This task initiates the stakeholder engagement process, including meetings with the PMT, TAC, NAC, and the general public. The information collected will be vetted and expanded through ongoing stakeholder engagement, leading to a comprehensive understanding of the existing infrastructure system by mode. This task will result in the mapping of the key corridors and the identification of existing gaps, barriers, and opportunities from multiple modal perspectives. As an example, from a pedestrian perspective the creation of an enhanced pedestrian corridor along France Avenue between the 70th Street and 66th Street would provide an opportunity to overcome the barrier created by France Avenue and the cross streets within the area. From a bicyclist perspective on the same corridor, there is a need to provide enhanced connections to the wider city and regional bicycle networks, such as the Edina Promenade and the proposed regional trail along 76th Street. From a modal perspective, project termini will vary (i.e., four blocks for a sidewalk and 0.5 miles for the bike trail).

Task 4: Identification of Street Typologies

The Living Streets Plan must seek to balance the need to move traffic, encourage non-motorized transportation, accommodate differences in neighborhood character, support land use type (residential, commercial, industrial), capture and treat stormwater, expand the urban forest. To balance these

sometimes competing objectives it is important to understand the characteristics of the Edina street system. The information developed in Task 3 will be used to identify a range of street typologies within the city, based on common characteristics (i.e., traffic volumes, importance to the pedestrian and bicycle networks, land use, etc.). These street typologies will include categories for both roadway segment and intersection treatments. This process will expand upon the existing functional classification of the city's streets based on land use and context (i.e., commercial areas, schools, parks, etc.). The resulting street typologies will be used to guide the design of improvements.

Task 5: Design Guidance

The Edina Living Streets Plan will include a range of design guidelines and tools correlated to the Street Typologies described in Task 4. This task will include the development of a toolbox of best practices for pedestrian/bicycle facility improvements, stormwater management techniques, and active living practices, as well as illustrative design templates for the most common street typologies (assumes up to 12 templates). This design guidance will be used to inform the project evaluation process (see Task 6) and is intended to supplement and guide standing practices related to City of Edina streets.

The living streets toolbox and templates are intended to provide design guidance and should be implemented in a flexible manner with specific design elements developed on a project-by-project basis. The goal of this design guidance is to encourage non-motorized transportation, achieve impervious surface reduction and stormwater treatment in the right-of-way, and to create less resource consumptive streets that serve the people of Edina.

Task 6: Project Evaluation Process

The Edina Livings Streets Vision sets the stage for a holistic re-invention of the City's street system. In order to implement this vision, the appropriate modal balance and functionality of each street must be evaluated prior to design of the project. In order to facilitate this understanding, the Edina Living Streets Plan will establish a unique project evaluation process. Using the street typologies (Task 4) and design guidance (Task 5) as a starting point, a process to evaluate the context, modal balance, and functionality of each project will be developed.

This checklist style approach generally begins with defining the real problem (i.e., problem statement) being addressed in a given project and understanding the varying characteristics of the project area in terms of roadway segments and intersections. Targeted technical analysis is completed to build this understanding. Included are traditional traffic analyses such as highway level of service (LOS) and safety evaluation, as well as an additional level of analyses to define modal priorities such as multimodal LOS calculations, off-peak analysis, multimodal safety review, and modal travel shed delineation.

A functional analysis is then completed to understand modal priorities and site specific issues such as land use and environmental considerations. This evaluation will allow the project to be calibrated to the unique context of a given location, rather than simply applying traditional design standards. As an example, both France Avenue and Vernon Avenue are functionally classified as A-Minor Arterial routes. As France Avenue provides vehicle access to region retail and job centers, its modal priorities would be very different than Vernon Avenue which serves neighborhood commercial and single family residential uses. Determining the appropriate modal emphasis will allow a project to be designed with the appropriate range of users in mind.

A check list of other contextual considerations will be developed to further refine the project problem statement. Considerations such as jurisdiction, land use, overlapping initiatives (i.e., is the project identified in the Bike or Safe Routes to School Plan?), and stormwater concerns should also be explored in an effort to identify project synergies or "win-win" situations. .

This process will culminate in the selection of design elements based on common street typologies (Task 4) and design guidance (Task 5), but also calibrated to the individual project site based on stakeholder expectations, jurisdictional requirements, modal balance, and the functionality. This task will result in the development of a work flow process and a series of checklists to guide project implementation.

Task 7: Final Report

By starting with the end product in mind, the project team will shape the final report throughout the study process. The final report is anticipated to include the following elements:

- Introduction and background
- Existing systems inventory
- Street typologies
- Design guidance
- Project evaluation
- Identification and prioritization of projects

APPENDIX J

Recommendation to Set Public Hearing, Notice of Public Hearing to Residents and Notice of Public Hearing Advertisement

REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL **Agenda Item #:** IV. C.

From: Wayne D. Houle, PE, Director of Engineering

Action ☒
Discussion ☐
Information ☐

Date: November 5, 2012

Subject: Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

Action Requested:
Approve Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012 for the following neighborhoods:

- Mendelssohn A Neighborhood Roadway Reconstruction, Improvement No. BA-393
- Normandale Neighborhood Roadway Reconstruction, Improvement No. BA-394
- Braemar Hills B Neighborhood Roadway Reconstruction, Improvement No. BA-395
- St. Patrick's Lane Reconstruction, Improvement No. BA-396
- Gleason Circle Reconstruction, Improvement No. BA-397
- Lake Edina Neighborhood Roadway Reconstruction, Improvement No. BA-398

Information / Background:
City staff is requesting public hearings for six neighborhood street reconstruction projects to be held on a special City Council Meeting date of December 11, starting at 6 PM. All projects are initiated by staff. Staff is hosting two additional informational meetings for the Normandale Neighborhood and the Lake Edina Neighborhood on November 7 due to comments from the Edina Transportation Commission meeting on October 25. Any comments from these meeting will be incorporated into the Feasibility Reports that will be submitted to the City Council on November 20.

Attachments:
Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

RESOLUTION NO. 2012-145
SET PUBLIC IMPROVEMENT HEARINGS FOR DECEMBER 11, 2012
FOR NEIGHBORHOOD RECONSTRUCTION FOR:
MENDELSSOHN A, IMPROVEMENT NO. BA-393
NORMANDALE, IMPROVEMENT NO. BA-394
BRAEMAR HILLS B, IMPROVEMENT NO. BA-395
ST. PATRICK'S LANE, IMPROVEMENT NO. BA-396
GLEASON CIRCLE, IMPROVEMENT NO. BA-397
LAKE EDINA, IMPROVEMENT NO. BA-398

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 11th day of December, 2012, in the Council Chambers at City Hall at 6:00 p.m. to consider street reconstruction in the neighborhoods of:

- Mendelssohn A, Improvement BA-393;
- Normandale, Improvement No. BA-394;
- Braemar Hills B, Improvement No. BA-395;
- St. Patrick's Lane, Improvement No. BA-396;
- Gleason Circle, Improvement No. BA-397;
- Lake Edina, Improvement No. BA-398.

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearings and improvements as required by law.

Dated: November 5, 2012

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 November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

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

_____
City Clerk

November 21, 2012

NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-393
MENDELSSOHN A NEIGHBORHOOD ROADWAY RECONSTRUCTION

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for Mendelssohn A Neighborhood. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is $1,044,259. The cost of the project will be funded by special assessment. The estimated cost per assessable lot is $16,150 per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

6200 to 6320 Belmore La, 301 to 501 Blake Rd So, 300 to 315 Grove Pl,
300 to 513 John St, 409 to 421 Kresse Cir, 6216 to 6313 Maloney Ave,
and 6201 to 6205 Spruce Rd.

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:
http://edinamn.gov/index.php?section=construction_mendelssohn_reconstruction

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

ENGINEERING DEPARTMENT
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

3011721110076
Stacy & Matthew Bogart
4806 Sunnyside Rd
Edina, MN 55424

3011721110077
Dennis Hogan III
6204 Belmore La
Edina, MN 55343

3011721110014
Matthew Hannafin & Cheryl Bristol
6208 Belmore La
Edina, MN 55343

3011721110013
Margaret McDonald
6216 Belmore La
Edina, MN 55343

3011721110075
N Sappenfield & Joan Wierzba
6217 Belmore La
Edina, MN 55343

3011721110041
Kevin & Kathryn Shaw
6220 Belmore La
Edina, MN 55343

3011721110074
Joseph Edelheit
6221 Belmore La
Edina, MN 55343

3011721110040
Jill Rivard
6224 Belmore La
Edina, MN 55343

3011721110055
Sarah & Craig Bennett
6229 Belmore La
Edina, MN 55343

3011721110079
Richard Windham
6233 Belmore La
Edina, MN 55343

3011721110073
Ted & Tatyana Volk
6301 Belmore La
Edina, MN 55343

3011721110084
Gregory Wilson
6320 Belmore La
Edina, MN 55343

3011721110025
Timothy & Colleen Evon
301 Blake Rd S
Edina, MN 55343

3011721110030
Elizabeth Eastman
321 Blake Rd S
Edina, MN 55343

3011721110060
Maureen Cullen Merrill & Frank Merrill
401 Blake Rd S
Edina, MN 55343

3011721110065
Steven Ward
4732 Pleasant Ave So
Minneapolis, MN 55419

3011721140051
Carl Mollick
501 Blake Rd S
Edina, MN 55343

3011721110044
Sandra Anderson
300 Grove Pl
Edina, MN 55343

3011721110045
Stuart & Colleen Lind
301 Grove Pl
Edina, MN 55343

3011721110046
Sarah Burgess & Robert Schweitzer
305 Grove Pl
Edina, MN 55343

3011721110043
Kathryn Moses & Charles Kotovic
306 Grove Pl
Edina, MN 55343

3011721110042
Richard & Barbara Swanson
308 Grove Pl
Edina, MN 55343

3011721110047
Timothy Dick
309 Grove Pl
Edina, MN 55343

3011721110012
Thomas Meehan
315 Grove Pl
Edina, MN 55343

3011721110035
Jennifer & Douglas Brown
300 John St
Edina, MN 55343

3011721110036
Theodore Borg
301 John St
Edina, MN 55343

3011721110034
Gerald Beggin
304 John St
Edina, MN 55343

3011721110082
Robert Marshall Illy
305 John St
Edina, MN 55343

3011721110033
Jason & Janiece Gray
308 John St
Edina, MN 55343

3011721110083
Brian & Amy Wyatt
309 John St
Edina, MN 55343

3011721110032
J Cilla Jr
314 John St
Edina, MN 55343

3011721110038
Thomas & Cathy Hetland
315 John St
Edina, MN 55343

3011721110039
Timothy & Wendy Donovan
317 John St
Edina, MN 55343

3011721110085
Carol Sachs
318 John St
Edina, MN 55343

3011721110071
Mary & David Dietrich
404 John St
Edina, MN 55343

3011721110080
Roy O'Connor Jr
408 John St
Edina, MN 55343

3011721110056
Matthew Anderson & Emilee Johnson
409 John St
Edina, MN 55343

3011721110068
Michael Snell
412 John St
Edina, MN 55343

3011721110057
Audrey Storm
413 John St
Edina, MN 55343

3011721110067
Joseph & Amy Senser
416 John St
Edina, MN 55343

3011721110058
Robert & Barbara Butler
417 John St
Edina, MN 55343

3011721110066
Matthew & Kristi Wright
420 John St
Edina, MN 55343

3011721110059
Ronald & Patricia Nelson
421 John St
Edina, MN 55343

3011721140026
Ruth & Jonathan Wilkens
500 John St
Edina, MN 55343

3011721140027
Lavon Coyner
504 John St
Edina, MN 55343

3011721140011
Frank Thomas
505 John St
Edina, MN 55343

3011721140050
Bryan Carlson
508 John St
Edina, MN 55343

3011721140012
Marc & Johanna Pettygrove
509 John St
Edina, MN 55343

3011721140049
Karen & Mark Schultz
512 John St
Edina, MN 55343

3011721140020
John Jelinek
513 John St
Edina, MN 55343

3011721110021
Harlan Clark
409 Kresse Cir
Edina, MN 55343

3011721110022
Albert Erdahl
412 Kresse Cir
Edina, MN 55343

3011721110018
Sally & John King
413 Kresse Cir
Edina, MN 55343

3011721110023
Eric Englund
414 Kresse Cir
Edina, MN 55343

3011721110024
Patricia & Mark Halvorson
416 Kresse Cir
Edina, MN 55343

3011721110017
Stephen & Melanie Tinkham
417 Kresse Cir
Edina, MN 55343

3011721110019
Authur B Scattergoog
420 Kresse Cir
Edina, MN 55343

3011721110016
Jane Clifford
421 Kresse Cir
Edina, MN 55343

3011721110015
Nathan Franzen
6216 Maloney Ave
Edina, MN 55343

3011721140031
Mary Mcnamara
6221 Maloney Ave
Edina, MN 55343

3011721110020
Thomas & Robin Boe
6228 Maloney Ave
Edina, MN 55343

3011721140032
Wesley & Susan Simonton
6229 Maloney Ave
Edina, MN 55343

3011721140018
Constance & David Brockway
6301 Knoll Dr So
Edina, MN 55436

3011721140010
Lorraine Cunningham
6305 Maloney Ave
Edina, MN 55343

3011721140009
Ronald Diker
6309 Maloney Ave
Edina, MN 55343

3011721140008
Richard & Mary Burnton
6313 Maloney Ave
Edina, MN 55343

3011721110049
Patricia Strong & John Owens
6201 Spruce Rd
Edina, MN 55343

3011721110048
Paul Hedblom
6205 Spruce Rd
Edina, MN 55343

(OFFICIAL PUBLICATION)
CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

MENDELSSOHN A NEIGHBORHOOD RECONSTRUCTION

IMPROVEMENT NO. BA-393

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

Mendelssohn A Neighborhood Reconstruction	Estimated Total Assessment Cost
Improvement No. BA-393	$1,044,259

The area proposed to be assessed by the proposed improvements includes all properties between and including:

6200 to 6320 Belmore La, 301 to 501 Blake Rd So, 300 to 315 Grove Pl,
300 to 513 John St, 409 to 421 Kresse Cir, 6216 to 6313 Maloney Ave,
and 6201 to 6205 Spruce Rd.

These properties are proposed to be assessed at approximately $16,150 per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

APPENDIX K

Edina Transportation Commission Review Data and Meeting Minutes

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 25, 2012
6:00 P.M.

CALL TO ORDER

Director Houle called the meeting to order in the absence of the chair and vice-chair. He explained that the bylaws require the commission to nominate an acting-chair under this circumstance. **Member Janovy was nominated as acting-chair by member Franzen and the nomination was seconded by member Surya. No other nominations were made and the nomination closed. All voted aye. Motion carried.**

APPROVAL OF MEETING AGENDA

Motion was made by member Franzen and seconded by member LaForce to approve the meeting agenda.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF SEPT. 20, 2012

The following corrections were made: Page 2, Traffic Safety Committee, 3rd paragraph, delete *'30 mph'* and replace with *'25 mph;'* delete *'pick the speeds that 85% of drivers are traveling'* and replace with *'the 85th percentile speed is the speed at which 85% of drivers are traveling at or under;'* and page 3, delete *'None'* and add *'Receive minutes of Aug. 14, 2012.'* **Motion was made by member LaForce and seconded by member Surya to approve the amended minutes of Sept. 20, 2012. All voted aye. Motion carried.**

COMMUNITY COMMENT – None.

REPORTS/RECOMMENDATIONS

do.town Update

Mr. Flynn Rico-Johnson explained the do-town initiative is a partnership with the cities of Bloomington, Edina and Richfield and Blue Cross Blue Shield of Minnesota which aims to address unhealthy and inactive lifestyles and make residents healthier. They are doing this by conducting walking audits. Residents volunteer to walk certain streets and evaluate the infrastructure to see what is wrong with it. He said the point is not to avoid certain streets but to identify what can be done to make improvements, e.g. no sidewalk, no streetlights, etc. The audits are for people of all ages and focus on places most often traveled such as schools, parks, major shopping districts, etc. He said Edina is a vibrant city and they are looking for ideas and help with getting the information out so that they can do more audits and help the City address the concerns when projects are done.

Member Janovy said the City Council and the ETC received letters from residents that have done the walking audit. She asked if the audit is better done person by person or in a group. Mr. Rico-Johnson said the 50th/Halifax Ave area audit included different families and this brings different perspectives because each family may have different reasons for walking and because of this, they prefer to have as many people involved. He said they would like to do walking audits during the winter too and volunteers can contact him at flynn@do-town.org or info@do.town.org.

Member Janovy asked if they are doing similar audits for biking and he said it is more difficult to do but they are working on it. He said the biking audit can be done by an individual riding his/her favorite route and evaluating it.

Hennepin County Pedestrian & Bicycle Plan

Ms. Rose Ryan, pedestrian and bicycle planner with Hennepin County said they are working on their first ever county-wide pedestrian plan funded by a five year grant from the Centers of Disease Control called Communities Transformation Grant. She said the purpose is to prevent chronic disease and since walking is an easy physical activity with great benefits, they are using pedestrian/ bicycle planning to set up a framework for a healthy community design.

To accomplish their goals of increasing the rates of walking, safety of walking and improved health of county resident, Ms. Ryan said they will be identifying sidewalk gaps, difficult crossings, prioritize improvements to the pedestrians system and coordinate with other agencies/organizations to reach their goals.

Ms. Ryan said planning began this past summer with 10 workshops in various communities and the final plan will be submitted to the County Board next summer. She asked for feedback and said the draft plan would be available for review.

Mr. Houle noted that the map of existing sidewalks in Edina that Ms. Ryan was working from was inaccurate as it reflected proposed sidewalks and not actual sidewalks. Some areas suggested were missing gaps on France Avenue, Xerxes Avenue, Vernon Avenue by Schaefer Road and View Lane, W. 66th from France to York, and York Avenue.

Xerxes Avenue Restriping – from 60th Street West to TH62

Director Houle said this was initiated by a resident through the TSC. The issues were congestion and lanes that are not clearly marked by TH62. This was referred to Hennepin County and they drafted a restriping plan. Area residents and city of Minneapolis are supportive of the plan and staff would like feedback from the ETC.

Two suggestions were made that Director Houle will take back to Hennepin County. They were to taper the line where parking ends to make it clear; and add no parking sign where the full width of parking ends because drivers tend to park over the white line where tapering ends.

Pedestrian and Cyclist Safety Fund Policy

Member Janovy said Manager Neal is seeking feedback from the ETC on the Pedestrian and Cyclist Safety Fund Policy which was recently passed by City Council. The franchise fee would come from Edina customers of Xcel Energy and CenterPoint Energy to be used for non-motorized transportation.

After discussion, which included the reasons for implementing the franchise fee and the lack of funding for sidewalks, the ETC suggested the following:

1. Use funds for construction only, not for staffing;
2. Change the name from Pedestrian and Cyclist Safety Fund to Active Infrastructure Living Fund to emphasize active living;
3. Identify a certain percentage that will be used for construction vs staffing;

4. Chair Nelson's suggestions which is attached;
5. Clarity on the meaning of 'maintenance' and consider changing it;

2013 Work Plan

Member LaForce likes the revised plan. Member Janovy suggested changing Living Streets Policy: Implementation to Living Streets Policy and Implementation Plan; Director Houle will check to see if Safe Routes to School Comprehensive Plan is the correct name; and change Ordinance Review for Policy to Review Ordinances for Conformance to Policy. Member Janovy asked if the $150,000 would be in the budget for the Living Streets Policy and Director Houle said he did not know.

Motion was made by member Iyer and seconded by member LaForce for members Thompson and Iyer to write an advisory communication to the City Council to consider putting $150,000 in the budget to fund Living Streets Policy development.

Member Franzen suggested laying out exactly how the $150,000 would be spent. Member LaForce concurred and said he is not sure what the amount is or should be. Director Houle said the amount was identified by the consultant and that he could contact him for a breakdown.

All voted aye. Motion carried.

2013 Neighborhood Reconstruction Projects

Director Houle presented the four 2013 Neighborhood Reconstruction Projects with the primary focus being on transportation-related reconstruction and not utility. He said a second survey was sent to residents to see if they would like sidewalks and streetlights now that they are to be funded by the franchise fees and majority of respondents said no. A special public hearing meeting is scheduled for Dec. 11 for the City Council to consider approvals.

Director Houle said the feasibility studies were also distributed to fire, police, public works, parks and recreation, the school district, and BETF for feedback, but to date, have not received any feedback. Member Janovy suggested identifying for each group how the feasibility study relates to them, e.g. identify the walking zone for the school district.

Director Houle said all of the streets in all four neighborhoods are in similar condition - - constructed in the 1960's and have alligator cracks, exposed base course and utility issues.

Mendelssohn A

Proposed improvements are new bulkhead curb and gutter, except for Spruce Road which is 14 ft. wide and will get rainbow curbs instead, and new pavement. The proposed assessment is $16,150. Member Janovy said she submitted feedback to staff on the feasibility studies. She asked if Director Houle had considered splitting this neighborhood in two and he said he hadn't but will take a look at it.

Normandale

Proposed improvements are spot repair to curb and gutter, new pavement, and a sidewalk on W. 66th Street. Proposed assessment is $16,100, including private sanitary sewer upgrades; and $12,300 for a few residents whose sanitary sewer is not in the street and therefore not required to upgrade.

Member Janovy said the BETF said West Shore Drive is a primary bike route and recommended separated bike lanes or road markings and signage. Member Iyer concurred and recommended dedicated bike lanes. He said parking should not be an issue because there is a parking lot nearby. Member Janovy suggested an off-road trail for consideration. Director Houle said he will schedule an informational meeting with residents to share the suggestions and gather feedback.

Braemar Hills B, St. Patrick's Lane, Gleason Circle

These three neighborhoods will be presented in one feasibility study but they will be approved separately by City Council. Proposed improvements are spot repair to curb and gutter and new pavement. Proposed assessments are: Braemar Hills B: $9,325, St. Patrick's Lane: $11,300, and Gleason Circle: $11,600.

Lake Edina

Proposed improvements are spot repair to curb and gutter and new pavement, plus narrowing the curb line at Hibiscus Avenue & West Shore Drive to reduce storm water run-off. Proposed assessment is $11,900.

Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon. Director Houle said he will schedule an informational meeting with residents to share the suggestion and gather feedback.

Traffic Safety Committee Report of Oct. 3, 2012

There were no action items in this report. Director Houle will follow up on the counts that were done in member Whited's neighborhood and on W. 44th Street.

Updates

Student Members

Member Schwieger noted that 'fascism' was still painted on the stop sign. Director Houle will follow up on this.

Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

Living Streets Working Group

No update.

Transportation Options Working Group

Received minutes of Sept. 18, 2012. Member Whited reported that John Dillery and Jill Hentges from Metro Transit attended the Sept. 18 meeting and talked about Metro Transit's transportation options in Edina.

Member Janovy said the time limit is up for this working group and asked if the ETC would it to continue for another year.

Motion was made by member Franzen and seconded by member LaForce for the working group to continue for another year. Member Whited said they need new members. Director Houle will work with

communications director Bennerotte to do a press release for new members. Member Iyer suggested notifying residents who have applied for boards and commissions positions.
All voted aye. Motion carried.

Communications Committee

Member LaForce said they met with communications director Bennerotte and they now have a good sense of how the committee will work with her. First, the committee will not produce communications or set budget, but instead will provide ideas, tactics, strategies, etc. Secondly, they will provide feedback on the educational material for the Wooddale bike lanes that staff is working on. And lastly, they are planning to have online forums instead of regular meetings which are new for them so they will evaluate its effectiveness and maybe other groups could do the same.

CORRESPONDENCE AND PETITIONS

Received correspondences from City Council packet relating to transportation issues

CHAIR AND COMMISSION MEMBER COMMENTS

Member Janovy said she received a traffic safety request concerning the traffic on South View Lane that she forwarded to Director Houle. Director Houle said the request for flashing lights has been forwarded to the TSC. He said the area will not meet warrants for flashing lights and suggested reviewing the Crosswalk Policy when they create the Pedestrian Plan. In the meantime, they will be rotating the in-road pedestrian signs to this area and they should be there this week (there are 10-12 that are rotated throughout the city).

Member Iyer said he's noticed some errors on the bicycle facility map that he will forward to Director Houle.

Regarding the bike lanes on Wooddale Avenue, Member LaForce said he is hopeful that they will be able to figure out a way to help residents but he said they should be thinking about ways to reach those who are coming to the city for the first time.

STAFF COMMENTS

The Sidewalk Ordinance will be on the Nov. 20 City Council meeting.

The Southwest Transit Environment Impact Statement is available for review in Community Development-Planning in City Hall.

Continue to observe the Wooddale Avenue advisory bike lanes and the number of signage may be reduced. Staff is considering installing yellow tabs as a temporary measure to delineate the center line. Director Houle said City of Minneapolis did the same striping on 14th Street and it did not generate the kind of responses that Edina's is getting; he also said W. 54th Street was restriped similarly and it has not generated the kind of responses either. Member Iyer asked if Edina's communication was the same or different from Minneapolis and Director Houle said it was very similar. Member LaForce asked if there have been any accidents since it was restriped and Director Houle said there have been two – one with a parked car and the other was a rear-ended.

Other thoughts and suggestions were: removal of signs that are not required; W. 54th Street has symmetry with parking lanes on both sides; Minneapolis too has symmetry with parking lanes on both sides that are

often filled with parked cars while the parking lane on Wooddale is usually empty and gives the impression that it is a driving lane; adding yellow tabs could add more confusions and expectation of adding a permanent line.

Director Houle said this project has a two year experimental timeframe from the Federal Highway and staff would need their approval as well as Mn/DOTs' to make changes.

ADJOURNMENT
Meeting adjourned.

ATTACHMENT
Attendance spreadsheet.

DRAFT

Wayne Houle

From: Paul Nelson <pnelson@shawlundquist.com>
Sent: Monday, October 22, 2012 4:32 PM
To: Scott Neal; Wayne Houle
Subject: October ETC meeting

Scott and Wayne,

I was out over the weekend, so am just getting to the packet today and have just a few comments to share as I will not be in attendance at the Thursday evening meeting.

Item VI.B. Hennepin County Pedestrian/Bicycle Plan

My apologies to Ms. Rose Ryan for my not attending the meeting after setting up the meeting.

Item VI.C. Xerxes Avenue Restriping.

I am in agreement with the decision to make this change, thank you for sharing this with the ETC.

Item VI.D. Pedestrian & Cyclist Safety Fund Policy.

1) There is no escalation clause or opportunity for this fund to be increased over time. While I don't see the immediate need for this, I would anticipate that over time there will be a need to keep up with inflation, construction costs, employee costs. I am also not sure how this is handled in other areas of the City – so there may also be some coverage for this already.
2) As the policy relates to the lighting (safety) aspect, where do the funds come from for operational (electrical) expenses? Hopefully we will look at cost effective lighting (LED) fixtures, but with hundreds/thousands of new lights across the City there would be some increased expenses. Again, not sure how this is handled for the existing dusk-to-dawn lighting currently in existence on our roadways.
3) Considering a new staff person specifically designated to handle this PACS Fund seems to be a luxury. While there is no doubt additional staff time required to initially set up a new decision matrix of needs/wants of the citizens and staff, the ongoing 1.0 FTE seems a bit excessive to me for this one area of expanded government. I don't know the actual answer to how much time should be allotted to this individual, but a full time person seems to be too much, even considering being the new liaison to the ETC.

Item VI.E. Revised 2013 ETC Work Plan

My packet did not have the work plan attached, perhaps it is being distributed at the meeting.

Item VII.A.

Wayne, please make mention and perhaps list on-screen the availability of the Draft Environmental Impact Study (DEIS) for the Southwest Transitway project.

Other: Advisory Bike Lanes on Woodale/Valley View. Communication has been better since lanes have been striped, however I'd have felt better about getting the word out prior to this just happening and causing an uproar in the community. I do want to keep the lanes intact and feel that the majority of drivers now understand the "advisory" aspect of the lanes. However we do need to get permanent signage up as soon as feasible.

Thanks for including the comments from the variety of citizens.

Paul

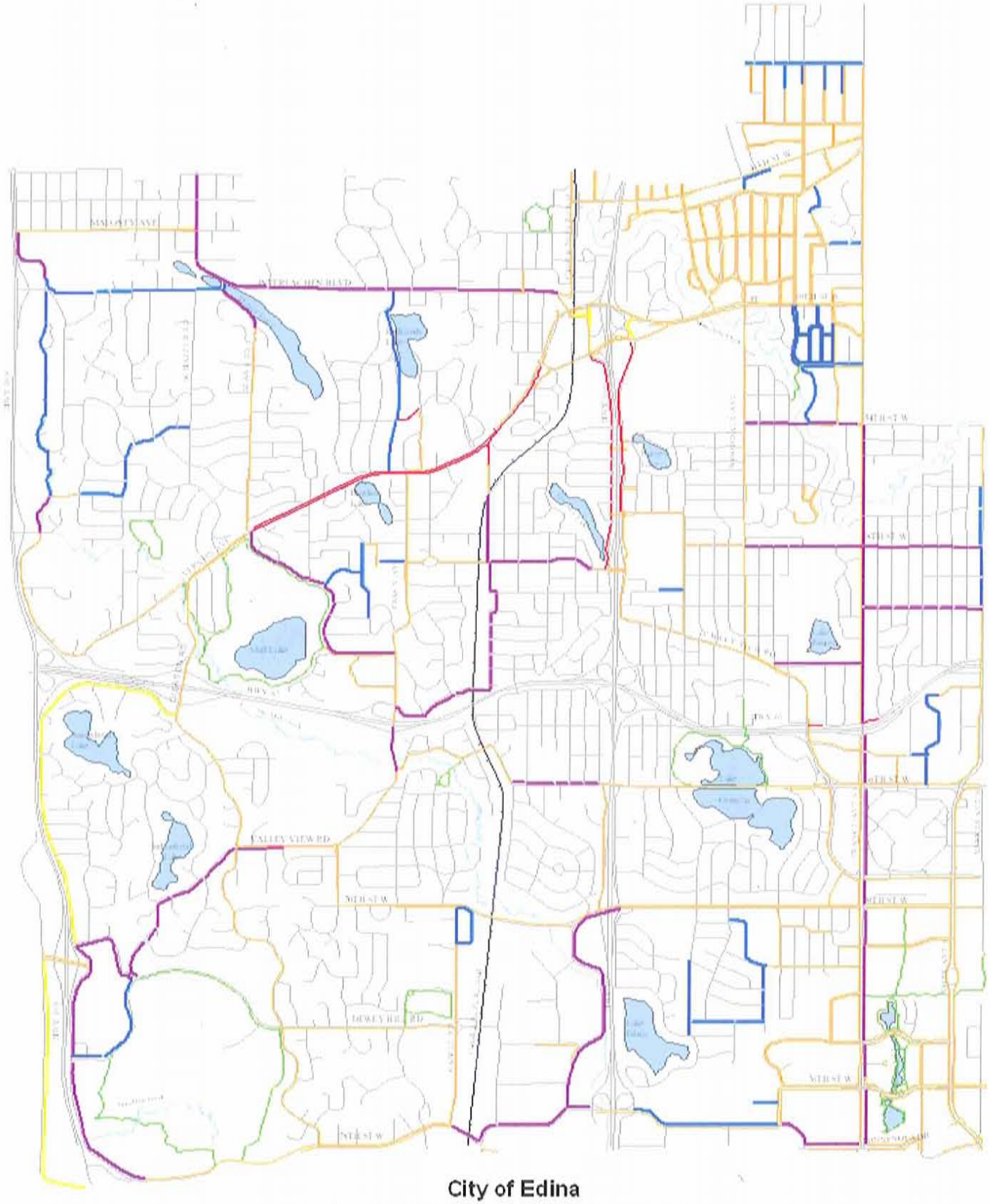
TRANSPORTATION COMMISSION																	
NAME	TERM	J	F	M	A	M	J	J	A	S	O	N	D	Work Session	Work Session	# of Mtgs.	Attendance %
Meetings/Work Sessions		1	1	1	1	1	1	1	1	1	1			1		11	
														4/17/2012	(enter date)		
Bass, Katherine	2/1/2014	1	1	1	1	1	1	1	1	1						9	82%
Braden, Ann	2/1/2014	1	1		1	1	1	1		1				1		8	73%
Franzen, Nathan	2/1/2013	1	1	1		1	1	1	1	1	1					9	82%
Iyer, Surya	2/1/2015		1	1	1	1	1	1	1	1	1			1		10	100%
Janovy, Jennifer	2/1/2014	1	1	1	1	1	1	1	1	1	1			1		11	100%
LaForce, Tom	2/1/2015		1	1	1	1	1	1	1	1	1			1		10	100%
Nelson, Paul	2/1/2013	1	1	1	1	1	1	1	1	1				1		10	91%
Schweiger, Steven	student		1	1	1	1	1			1	1			1		8	73%
Sierks, Caroline	student									1	1					2	100%
Thompson, Michael	2/1/2013	1	1	1	1	1	1	1	1	1				1		10	91%
Whited, Courtney	2/1/2015		1	1	1	1	1	1	1		1			1		9	90%

Liaisons: Report attendance monthly and attach this report to the Commission minutes for the packet.
Do not enter numbers into the last two columns. Meeting numbers & attendance percentages will calculate automatically.

INSTRUCTIONS:	Counted as Meeting Held (ON MEETINGS' LINE)	Attendance Recorded (ON MEMBER'S LINE)
Regular Meeting w/Quorum	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Regular Meeting w/o Quorum	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Joint Work Session	Type "1" under "Work Session" on the meetings' line.	Type "1" under "Work Session" for each attending member.
Rescheduled Meeting*	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Cancelled Meeting	Type "1" under the month on the meetings' line.	Type "1" under the month for ALL members.
Special Meeting	There is no number typed on the meetings' line.	There is no number typed on the members' lines.

***A rescheduled meeting occurs when members are notified of a new meeting date/time at a prior meeting. If shorter notice is given, the previously-scheduled meeting is considered to have been cancelled and replaced with a special meeting.**

NOTES:



City of Edina
Draft Pedestrian Facilities - Fig 8.8

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Existing Park Pathway
- Proposed Business/Park/School Sidewalk
- Proposed Sidewalk on Roads Classified Collector & Above
- Proposed State-Aid Sidewalk

Engineering Dept
December, 2011

2013 Mendelssohn Traffic Counts

Location	Description	Year	Average Daily Traffic	Average Vehicles Over 25 MPH		85th Percentile Speed*
				EB	WB	
1	Spruce Road East of Blake Road	2012	145	21	27	27.4
				EB	WB	
2	Belmore Lane East of Blake Road	2012	205	20	35	26.7
				EB	WB	
3	Belmore Lane East of John Street	2012	122	12	11	25.3
				EB	WB	
4	Maloney Avenue East of Balke Road	2012	273	32	44	26.7
				EB	WB	
5	Maloney Avenue West of Kresses Circle	2012	25	2	0	22.9

85th percentile speed is the speed at which 85% of vehicles measured are travelling at or bellow.

CITY OF EDINA

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com

MEMO

Date: 10/22/2012

To: Chad Millner

cc:

From: Byron Theis

Re: Traffic Requests in 2013 Neighborhood Reconstruction

Chad,

I have looked at the neighborhoods that are up for reconstruction in 2013 for any recent traffic safety requests. They are listed below.

-Mendelssohn: One request for parking restrictions in 2009. Request was asked to be removed by requestor.

-Braemar Hills: No Requests

-St. Patrick's Lane: No Requests

-Gleason Circle: No Requests

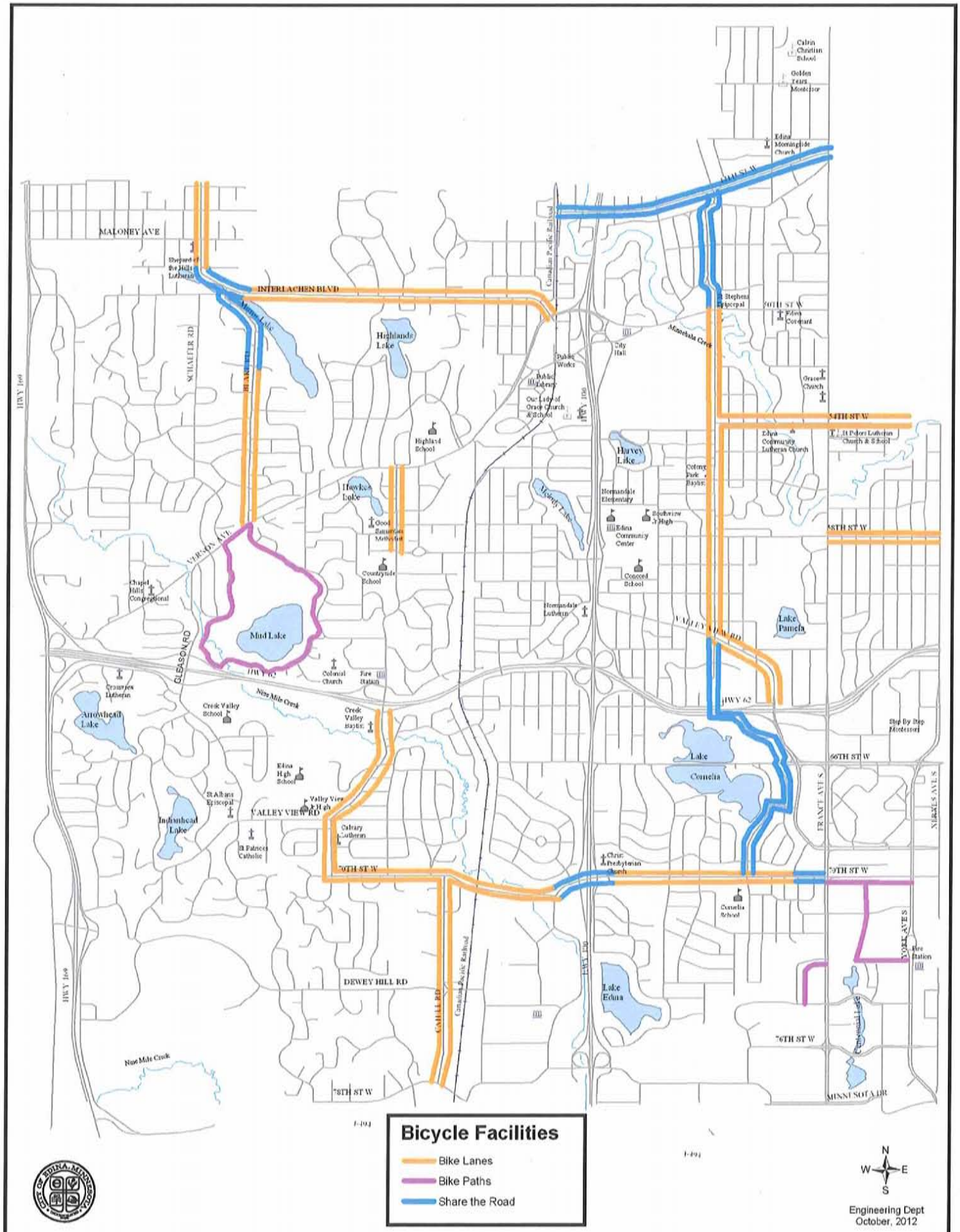
-Normandale: One request in 2009 for parking restrictions on West Shore Drive. Request was denied.

-Lake Edina: Two requests in the same area on Normandale Road between Aspasia Lane and Trillium Lane. Both requests were for speed enforcement in the area in 2009 and 2012. 2009 had no response from requestor. 2012 request was sent to EPD for enforcement after a traffic count was done.

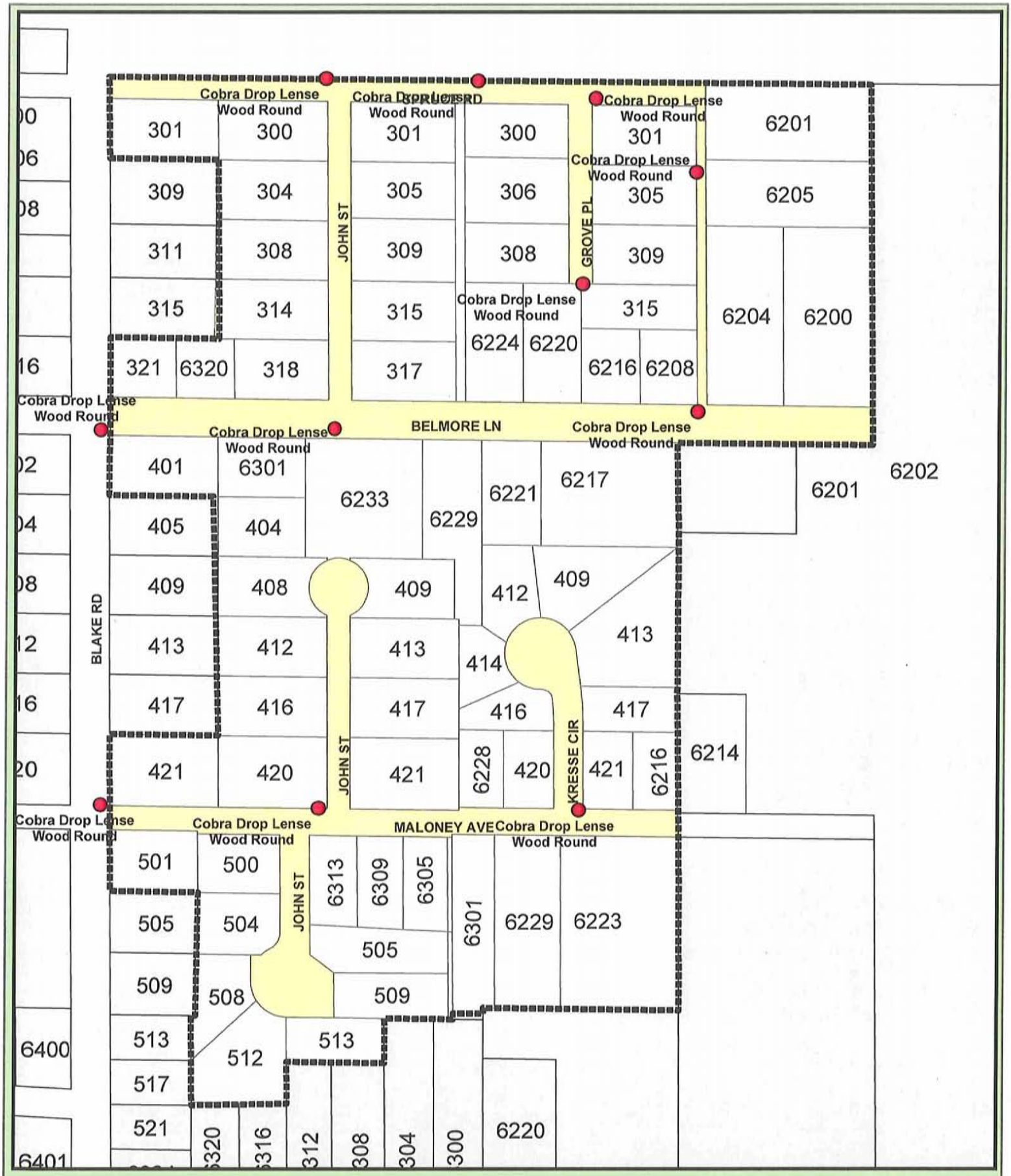
If there are any questions about the requests, please let me know.

Regards,

Byron Theis, Traffic safety Coordinator



Bicycle Facilities
Bike Lanes
Bike Paths
Share the Road
Engineering Dept
October, 2012
MALONEY AVE
INTERLACHEN BLVD
Highlands Lake
Harvey Lake
Mud Lake
Lake Pamela
Lake Cornelia
Lake Edina
Arrowhead Lake
Indianhead Lake
Highland School
Countryside School
Concord School
Normandale Lutheran
Colonial Church
Fire Station
Creek Valley School
Creek Valley Baptist
Edina High School
Valley View High
St Albans Episcopal
St Patrices Catholic
Calvary Lutheran
Christ Presbyterian Church
Cornelia School
Edina Community Center
Edina Community Lutheran Church
St Stephens Episcopal
Edina Covenant
Grace Church
St Peters Lutheran Church & School
Golden Years Montessori
Edina Morningside Church
Calvin Christian School
Shepard of the Hills Lutheran
Chapel Hills Congregational
Crossview Lutheran
Nine Mile Creek
Minnehaha Creek
Canadian Pacific Railroad
VALLEY VIEW RD
DEWEY HILL RD
CAHILL RD
GLEASON RD
VERNON AVE
SCHAEFER RD
HWY 100
HWY 62
HWY 169
I-494
70TH ST W
76TH ST W
78TH ST W
66TH ST W
54TH ST W
58TH ST W
50TH ST W
FRANCE AVE S
NIRKES AVE S
YORK AVE S
MINNESOTA DR
N
S
E
W



Street Lights
Mendelssohn A Street Reconstruction
Improvement No: BA-393

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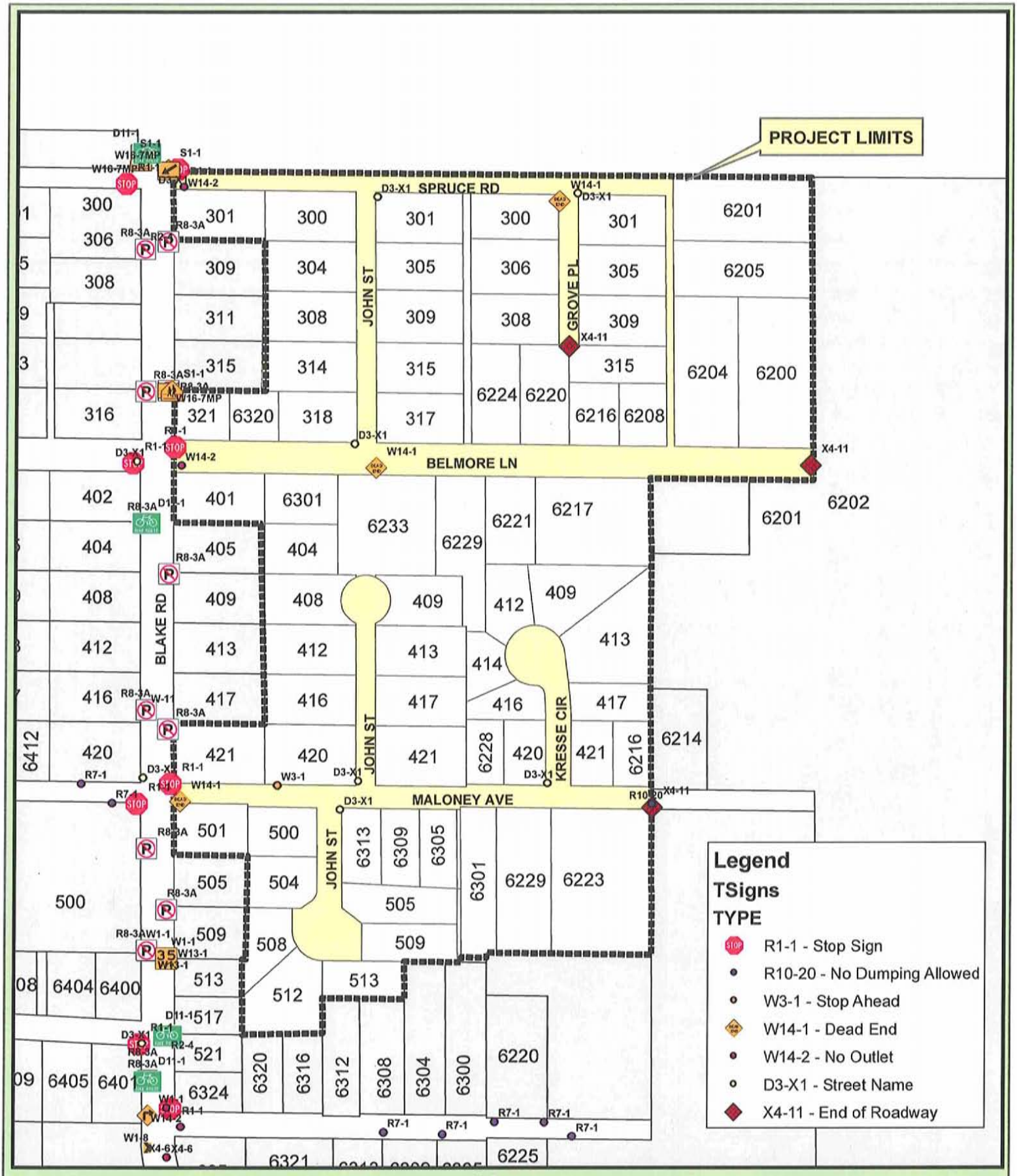
W E
S

Engineering Dept
October, 2012



Signs
Mendelssohn A Neighborhood
Roadway Reconstruction
Improvement No: BA-393

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W E
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Engineering Dept
October, 2012

APPENDIX L

Resident Correspondence

Wayne Houle

To: volk239@gmail.com
Cc: Scott Neal; Chad Millner; Deb Mangen
Subject: FW: Petition regarding tonight's Council Meeting Agenda Item IV C

Ted:

The Mendelssohn A Neighborhood Roadway reconstruction has been on our schedule to reconstruct since 2007. The previous update of the local neighborhood reconstruction plans had it scheduled:

Plan	Year	Plan Shown or Released
2007-2016	2015	Fall 2006
2009-2018	2015	Fall 2008
2010-2019	2014	Fall 2009
2011-2019	2014	Fall 2010
2012-2016	2013	Fall 2011
2013-2019	2013	Fall 2012

These previous schedules we were "locking in" projects about two years out - meaning for projects that were being reconstructed in 2012 we would invite the 2012 and 2013 neighborhoods to an open house in the fall of 2011. Then also host an informational meeting the fall of 2011 for 2012 projects.

This past fall we invited projects in for 2013, 2014 and 2015. The 2013 project informational meetings were held individually in August. The 2014 and 2015 were held recently and explained the reconstruction process.

The prioritizing of the neighborhoods prior to the 2014 projects were based on pavement condition index and intuitive knowledge of the utility system along with knowledge of constant disturbance from reconstruction projects. Therefore, we cannot place the Mendelssohn A project in this spreadsheet and expect a reprioritization of the projects for 2013.

Hopefully this explanation helps out.

Wayne Houle, Director of Engineering
952-826-0443 | Fax 952-826-0392
WHoule@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----
From: Ted Volk [mailto:volk239@gmail.com]
Sent: Monday, November 05, 2012 8:27 AM
To: Deb Mangen; swensonann1@gmail.com; joshsprague@edinarealty.com; jonibennett12@comcast.net; Edina Mail; James Hovland
Subject: Petition regarding tonight's Council Meeting Agenda Item IV C

Dear Ms. Mangen, Mayor Hovland, and Council Members:

Please consider my petition asking Mayor and Council Members to move Item IV C (Resolution No. 2012-145 "Setting Public Improvement...") out of consent section and them modify it, due to a serious error. I am attaching the signed

petition as a .pdf file, as well as two supporting documents (one is available on the City Web site, another has been sent to me by Engineering). The involved staff has been informed as soon as the project in question's boundary has been settled by Engineering.

The petition has been authored upon learning about Agenda which is posted 24 hours before the Meeting. Please let me know if you want me to clarify anything.

Thank you,
Ted Volk
6301 Belmore Lane

November 4, 2012

Dear Edina Mayor and Council Members,

The Consent Agenda for the November 5, 2012, Council Meeting includes Item IV C Resolution No. 2012-145 "Setting Public Improvement Hearings To Be Held On December 11, 2012". The first project in Resolution 2012-145 is Mendelssohn A (Improvement BA-393). A serious error was made in that project selection process, as explained below. Thus, please remove Item IV C from the Consent Agenda. Further, please remove Mendelssohn A (Improvement BA-393) from the list of projects, subject to the December 11, 2012, Public Hearing.

The Engineering Department provided the attached Road Metrics Analysis 2012 matrix, asserting that it was the means to rank the neighborhoods for selecting the 2013 projects. The matrix explains that two parameters have been used in calculation: Pavement Condition Index (PCI) and Water Main Breaks per 500 ft. (WM).

For Mendelssohn A (Row 2 of the spreadsheet), their values are: PCI = 26, WM = 0.096. However, as shown on the attached map, water main breaks occurred on the streets not included in the project area. Therefore, the Mendelssohn A's correct WM value is zero.

Applying {PCI = 26, WM = 0} would significantly change the resulting project ranking. Those values fall between {PCI = 23, WM = 0} (Hawkes Addition), and {PCI = 27; WM = 0}(Scriver Road and Lake Ridge Road). Those neighborhoods' calculated priorities are 54 and 60. Accordingly, Mendelssohn A overall ranking would be between those two numbers, i.e. far below the threshold for inclusion into the 2013 project list.

Responding to my requests if any other parameters play role in project selection, Engineering never presented any additional factors. I do not dispute the neighborhoods boundaries (designed to achieve "economy of scale") or particular PCI values. I informed Mr. Millner, then Mr. Houle, and, finally, Mr. Neal about my analysis, so they may be already working on improving their selection process quality assurance.

My petition is solely about advancing to public hearing only the projects that have been selected in compliance with the documented consistent process. Weeding out the project that was included based on incorrect data will demonstrate that the Council strives to achieve process integrity and improve the durability of Resolution 2012-145. I look forward to our neighborhood being included in a future reconstruction proposal, based on the data that entirely belongs to the project area.

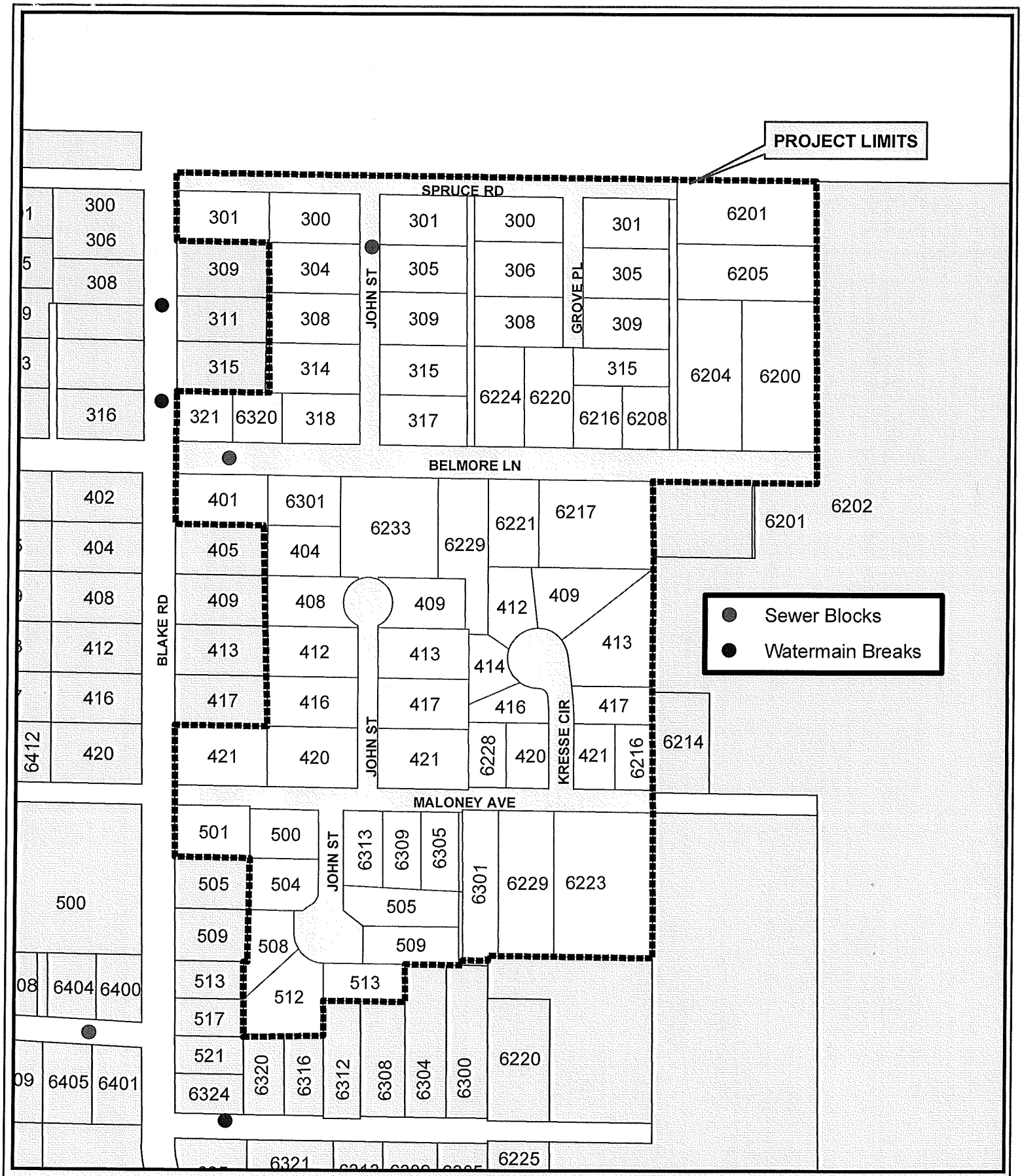
Thank you for your consideration.

Respectfully,

Ted Volk

Ted Volk

6301 Belmore Lane
Edina



Sewer Blocks and Watermain Breaks
Mendelssohn A Neighborhood
Roadway Reconstruction
Improvement No: BA-393

Engineering Dept
August, 2012

Neighborhood Name	PCI Number	WM Value (Breaks per 500 ft)
Mendelssohn A	26	0.096
Normandale	23	1.133
Lake Edina A/B	19	0.118
Braemar Hills B/C	20	0.147

Equals PCC Number
Recently Done

NOT USED, DATA INCOMPLETE

Neighborhood Name	PCI Number	WM Value (Breaks per 500 ft)	Year WM was Installed	Rank of WM	[redacted]	Sum of Ranks (WM + PCI)	Rank of Sum (WM + PCI)	Rank of Year Installed	Sum of Ranks (WM + PCI + Year)	Rank of Sum (WM + PCI + Year)
69th Street West	91	0.00	1990	106.5	113	220	121	106	325	121
Berkeley Heights	36	0.83	1970	27	39	66	16	81	146.5	32
Bertelsen Addition	74	0.55	1960	45	99	144	81	45	188	66
Birchcrest Addition	11	0.44	1950	54	[redacted]	58	13	13	71	9
Blake Ridge Estates	33	0.35	1970	62	32	94	33	81	174	53.5
Blanche Addition	59	0.15	1960	76	75	151	91	45	195.5	72
Brinwood Estates	37	0.00	1975	106.5	42	148	88	92	240	95
Brookside	67	0.39	1950	59	87	146	84	13	159	39
Brookside Heights	79	0.67	1990	36	105	141	76	106	246.5	97
Brookview Avenue	31	3.69	1960	1	25	26	3	45	70.5	8
Brookview Heights A	72	1.29	1960	20	95	115	53	45	159.5	40.5
Brookview Heights B	72	0.50	1960	49	95	144	82	45	188.5	67
Bush Lake industrial	52	0.12	1960	82	66	148	85	45	192	69
Cascade Falls	75	0.00	1960	106.5	101	208	115	45	252	100.5
Chapel Hill	71	0.48	1960	51	92	143	79	45	187	64.5
Clover Lane Addition	24	0.42	1950	55	12	67	17	13	79.5	11
Colonial Court	21	0.00	1980	106.5	[redacted]	115	51	96	210	81
Coventry Way	39	1.57	1970	14	47	61	15	81	141	25
Creekvalley Road	44	0.69	1960	34	54	88	27	45	132	22
Dewey Hill A	44	0.60	1970	40	54	94	33	81	174	53.5
Dewey Hill B	39	0.62	1970	38	47	85	26	81	165	46.5
Dewey Hill C	30	2.13	1970	10	21	31	4	81	111.5	17
Dewey Hill D	16	0.00	1980	106.5	[redacted]	112	49	96	207	79
Eden Prairie Road	63	0.00	1990	106.5	82	189	111	106	294	116
Edina Bel-air	26	0.68	1950	35	13	48	10	13	61	6
Edina Country Side	68	1.31	1950	19	88	107	43	13	120	19
Edina Court	29	1.47	1940	15	19	34	5	3	36.5	2
Edina Grove	37	0.41	1960	56	42	98	36	45	142	26.5
Edina Heights	34	0.14	1950	78	34	112	50	13	125	21
Edina Highlands	99	0.61	2000	39	120	159	96	119	277.5	111
Edina Highlands Lakeside	28	0.09	1960	84	17	101	39	45	145.5	31
Edina Hills	61	0.36	1990	61	81	142	77	106	247	98
Edina Parkland A	60	0.25	1960	70	79	149	90	45	193	71
Edina Parkland B	56	0.63	1980	37	71	108	45	96	203	75.5
Edina Terrace	32	0.38	1960	60	29	89	28	45	133.5	23
Edina Valley Estates A	35	1.46	1960	16	37	53	11	45	97.5	15
Edina Valley Estates B	71	1.33	1960	18	92	110	47	45	154	36
Elmwood Terrace B	59	2.70	1950	5	75	80	25	13	93	14
Evanswood Lane	50	0.00	1960	106.5	63	169	102	45	213.5	82
Fairfax A	100	1.13	2010	23	123	146	84	124	270	109.5
Fairfax B	100	1.03	2000	25	123	148	88	119	266.5	108
Fox Meadow Lane	17	0.29	1970	66	[redacted]	72	22	81	152.5	35
Gallagher Dr State Aid	6	0.00	1970	106.5	[redacted]	109	46	81	189	68
Garden Estates B	72	0.31	1960	64	95	159	96	45	203.5	77
Glasgow Drive	34	0.00	1970	106.5	34	141	74	81	221	87
Glenview Addition	18	2.36	1960	8	[redacted]	15	2	45	59.5	5
Golf Terrace	23	2.82	1940	3	[redacted]	13	1	3	15.5	1
Grimes Homestead	57	0.00	1970	106.5	72	179	105	81	259	105.5
Halifax and Grimes	97	1.37	2000	17	118	135	71	119	253	102
Halifax Avenue	71	2.81	1970	4	92	96	35	81	176	58
Harold Woods Lane	73	0.00	1990	106.5	97	204	113	106	309	119
Harriet Manor A	31	0.56	1950	42.5	25	68	19	13	80.5	12.5
Harriet Manor B	31	0.56	1950	42.5	25	68	19	13	80.5	12.5
Hawkes Addition	23	0.00	1960	106.5	[redacted]	116	54	45	160.5	43
Heights	66	0.77	1960	29	86	115	53	45	159.5	40.5
Highview Heights	40	0.00	1960	106.5	48	155	92	45	199	73
Hilldale	47	0.35	1990	63	57	120	57	106	225.5	90.5
Holands	29	0.23	1965	71	19	90	29	69	158	38
Hyde Park	30	0.00	1970	106.5	21	128	62	81	208	80
Indian Hills A	48	0.12	1960	81	60	141	76	45	185.5	63
Indian Hills B	48	0.04	1960	88	60	148	88	45	192.5	70
Interlachen Heights	37	0.00	1990	106.5	42	148	88	106	253.5	103
Interlachen Hills	38	0.08	1995	86	45	131	65	113	243.5	96
Iroquoi Hills	60	0.11	1960	83	79	162	98	45	206	78
Kenney Place	86	0.00	1970	106.5	111	217	119	81	297.5	117
Kenrich Knolls	48	0.55	1960	44	60	104	41	45	148.5	33
La Buena Vista	69	0.60	1960	41	89	130	64	45	174.5	55
Lake Ridge Road	27	0.00	1960	106.5	15	122	60	45	166	48.5
Melody Knolls	100	0.29	1950	65	123	188	110	13	201	74
Mendelssohn B	80	0.14	1960	77	107	184	107	45	228	92
Mendelssohn Lane	76	0.00	1950	106.5	104	210	116	13	223	88
Mirror Lakes B	75	0.15	1990	75	101	176	104	106	281.5	113
Morningside	30	0.26	1970	69	21	90	30	81	170.5	50
Morningside Minnesota A	52	0.41	1970	57	66	123	61	81	203	75.5
Morningside Minnesota A	56	0.69	1970	33	71	104	40	81	184	62
Motor Park	0	0.00	0	106.5	[redacted]	108	45	1	108.5	16
Nob Hill Drive	47	0.00	1980	106.5	57	164	100	96	259	105.5
Normandale A	59	1.08	1960	24	75	99	37	45	143.5	29
Normandale B	76	0.78	1960	28	104	132	68	45	176	58
Oak Bend Lane	59	0.00	1990	106.5	75	182	106	106	287	114
Oakview Addition	45	0.17	1950	74	55	129	63	13	142	26.5
Parkwood Knolls 27th	95	0.00	2000	106.5	116	223	123	119	341	123
Parkwood Knolls A	61	0.00	1990	106.5	81	187	109	106	292.5	115
Parkwood Knolls B	27	0.08	1960	85	15	100	38	45	144.5	30
Parkwood Knolls C	38	0.07	1960	87	45	132	68	45	176	58
Parkwood Knolls E	35	0.18	1960	73	37	110	48	45	154.5	37
Parkwood Knolls F	41	0.27	1960	68	50	118	55	45	162	44
Payton Court	71	3.21	1960	2	92	94	33	45	138	24
Peacedale Ave	41	1.18	1970	21	50	71	20	81	151	34
Philbrook Lane	31	2.35	1960	9	25	34	7	45	78.5	10
Prescott Circle	7	0.71	1950	31	[redacted]	34	7	13	47	3
Prospect Hills	43	0.00	1950	106.5	52	159	94	13	171.5	51
Richmond Hills	99	0.29	2000	67	120	187	109	119	305.5	118
Ridge Rd	31	0.54	1960	46	25	71	21	45	115.5	18
Rolling Green	35	0.00	1970	106.5	37	144	81	81	224	89
Schaefer Cir	97	0.00	2000	106.5	118	224	124	119	342.5	124
School Manor	86	0.48	2000	50	111	161	97	119	279	112
Scriver Road	27	0.00	1960	106.5	15	122	60	45	166	48.5
Skyline	65	0.54	1990	47	85	132	68	106	237	93
South White Oaks(49 1/2 st)	94	0.00	2000	106.5	115	222	122	119	340	122
Southdale 8	65	0.39	1960	58	85	143	79	45	187	64.5
Southdale Office Park	59	0.69	2000	32	75	107	43	119	225.5	90.5
Stows Edgemoor Addition	81	0.98	1960	26	109	135	71	45	179	60
The Habitat	54	0.48	1980	53	67	120	57	96	215.5	84
The Timbers	47	0.13	1970	79	57	136	73	81	216.5	86
The Woods	99	2.01	2000	11	120	131	66	119	249.5	99
Theilen Ave	88	0.00	1960	106.5	112	219	120	45	263	107
Towns Road	37	2.65	1,980	6	42	48	9	96	143	28
Valley Estates first Addition	32	0.00	1970	106.5	29	136	72	81	216	85
Valley View Slope	34	1.13	1950	22	34	56	12	13	69	7
Valley View Terrace	33	1.62	1950	13	32	45	8	13	57.5	4
Valley Vista	32	0.75	1990	30	29	59	14	106	164.5	45
Walnut Ridge	24	0.12	1965	80	12	92	31	69	160	42
Waterman Avenue	92	0.51	1950	48	114	162	99	13	175	56
West Minneapolis Heights A	74	0.23	1960	72	99	171	103	45	215	83
West Minneapolis Heights B	80	0.00	1960	106.5	107	213	117	45	257.5	104
Weston Cir	42	0.00	1970	106.5	51	158	93	81	238	94
Windsor Ave	64	0.00	1970	106.5	83	190	112	81	270	109.5
Woodbury Park	50	0.00	1940	106.5	63	169	102	3	172	52
Wooddale Glen	81	0.00	1990	106.5	109	215	118	106	320.5	120
Wooddale Lakes Addition	51	1.66	1960	12	64	76	24	45	120.5	20
Wooddale Lane	55	2.55	1990	7	69	76	23	106	181	61
Woodland Road	55	0.48	1960	52	69	121	58	45	165	46.5
York Hill	75	0.00	1960	106.5	101	208	115	45	252	100.5

FEASIBILITY STUDY

NORMANDALE NEIGHBORHOOD ROADWAY RECONSTRUCTION

Sherwood Avenue, Ryan Avenue, Parnell Avenue, West Shore Drive, 65th Street, and 64th Street

IMPROVEMENT NO. BA-394

November 14, 2012

ENGINEERING DEPARTMENT
CITY OF EDINA

I hereby certify that this feasibility study was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Toby Muse — 43364 — 11/14/12
Toby Muse — Reg. No. — Date

Approved Chad A. Millner — 11/14/12
Chad A. Millner, PE — Date
Asst. City Engineer

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FEASIBILITY STUDY – BA-394

ENGINEERING DEPARTMENT
CITY OF EDINA

NORMANDALE NEIGHBORHOOD ROADWAY RECONSTRUCTION
NOVEMBER 14, 2012

SUMMARY:

The project involves performing spot repairs to existing concrete curb and gutter and reconstructing the bituminous pavement while leaving the aggregate base layer and subgrade soils undisturbed. If poor subgrade soils are encountered, the project will remove and replace them while salvaging the aggregate base layer for reincorporation into the proposed street. The project also involves replacing deficient drainage structures and connecting sump pump drain pipe to the storm sewer system as needed. The project will also involve replacing hydrants and gate valves, trunk water main pipe extensions, water and sewer service pipe reconstruction, and rehabilitating trunk sanitary sewer pipe.

The estimated total project cost is $3,553,000. Funding for the entire project will be from a combination of special assessment, utility and Active Living Infrastructure funds. The estimated roadway cost is $1,095,000, and the estimated sanitary sewer service cost is $175,000. Both of these costs will be 100 percent funded by special assessments at a rate of $14,800 per REU. Properties not receiving new sanitary sewer services will be assessed at a rate of $12,300 per REU. Utility improvements and repairs amount to $1,888,000 and will be funded through respective utility funds. Multi-use path and lighting upgrades adjacent to West Shore Drive amount to $395,000 and will be funded through the Active Living Infrastructure fund.

The project can be completed during the 2013 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project area includes Sherwood Avenue (66th Street to 64th Street), Ryan Avenue (Cul-De-Sac to south right-of-way of Highway 62), Parnell Avenue (Cul-De-Sac to south right-of-way of Highway 62), West Shore Drive (66th Street to south right-of-way of Highway 62), 65th Street (Sherwood Avenue to Ryan Avenue and Parnell Avenue to West Shore Drive), and 64th Street (115' west of Sherwood Avenue to West Shore Drive). Figure 1 is a detailed project location map of the Normandale Neighborhood Roadway Improvement Project.

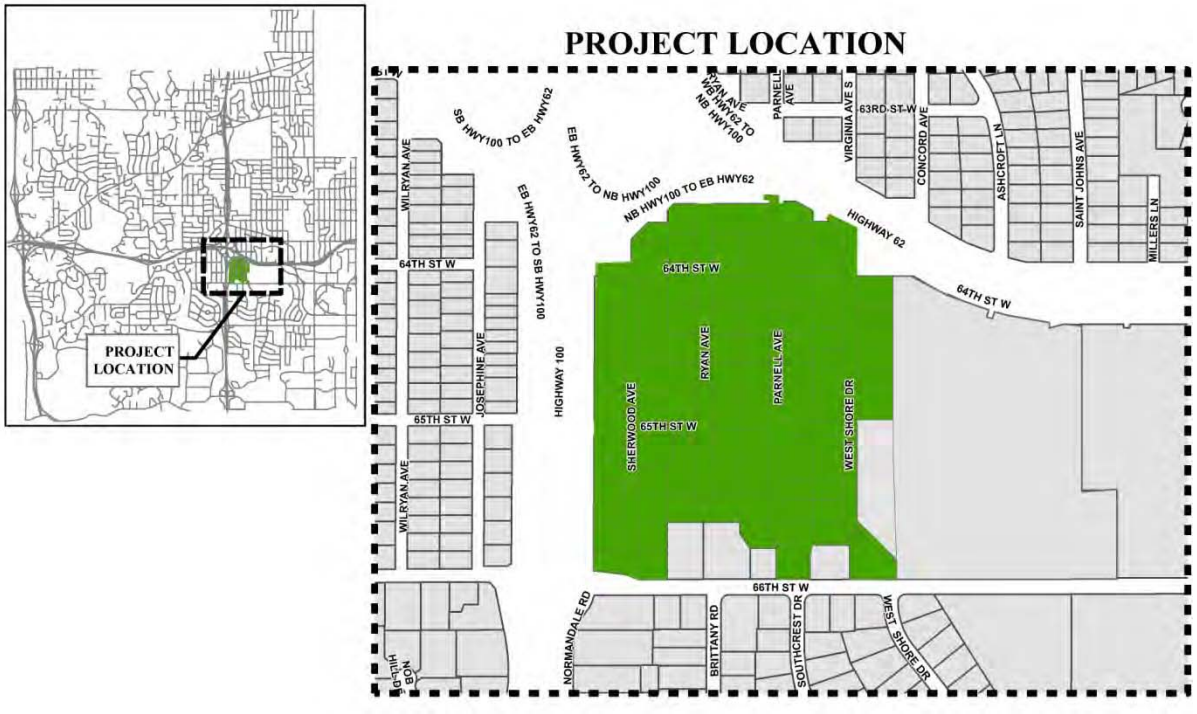


Figure 1 - Project Location Map

INITIATION & ISSUES: The project was initiated by the Engineering Department as part of the City's street reconstruction program and identified in the Capital Improvement Program. This project addresses updating aging infrastructure issues associated with the pavement condition, storm water, sanitary sewer and water main systems.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, and the draft Living Streets Policy Framework and the Sustainability Project Evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities
Chapter 7 of the plan addresses locations of proposed sidewalks facilities and funding options within the City. As shown in Figure 7.10 of Appendix G, there are no proposed sidewalk facilities indicated within the project limits.

Bicycle Facilities
Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. Figure 7.11 of Appendix G identifies West Shore Drive as a secondary bicycle route between 66th Street and 64th Street.

City of Edina Comprehensive Water Resource Management Plan

The project is located within the Nine Mile Creek Watershed district. The 2011 Comprehensive Water Resource Management Plan indicates no potential flood areas in the neighborhood. Further evaluation will be performed regarding drainage issues resulting from the questionnaires.

Draft Living Streets Policy Framework and the Sustainability Project Evaluation

The Edina Transportation Commission (ETC) is currently developing a Living Streets Policy Framework, which will then progress to developing a Living Street Policy and Plan for the City; see Appendix A for a Memo from HRGreen and BARR Engineering; consultants helping the ETC with this project. The vision statement expresses the need to look at projects differently in the future:

> *Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

Although the Living Streets Policy and Plan has not been developed, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways. Staff is also including a simple sustainability analysis for this project. This is the first year to include this analysis and we anticipate a more refined analysis in the future that will include review and input from a sustainability team.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment; such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy, what are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them. This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

In determining the feasibility of the project, the following existing issues and/or features are addressed in this study:

- Poor condition of existing pavement surface.
- Existing landscaping and driveways.
- Sanitary sewer and water main deficiencies.
- Existing mature trees.
- Existing residential roadway lighting.

Resident Input

The Engineering Department follows a practice of notifying residents two years prior to a potential reconstruction project. The residents of this neighborhood were invited to an Open House on September 22, 2011 to discuss the City's process for street reconstruction. A copy of the presentation from this meeting is included in Appendix B.

A resident questionnaire was sent to the property owners on July 13, 2012. The questionnaires were completed and returned by 52 of the 83 property owners, a return rate of 63%.

A second questionnaire was sent to the property owners on August 17, 2012 resulting from the council's decision to amend the assessment policy to no longer include assessments for sidewalks and street lights and instead create a potential franchise fee to fund these improvements. Questionnaire No. 2

was completed and returned by 52 or 83 property owners, a return rate of 63%. Both the full questionnaire and responses are included in Appendices C & D.

The two key issues that were addressed in both of these questionnaires were the addition of new sidewalks and installation of decorative street lighting. The results from the questionnaires are shown in Table 1.

NORMANDALE IMPROVEMENT PROJECT – Results from July 13, 2012 Questionnaire Sheet					
Questionnaires Sent	**Questionnaires Returned**	**Prefer New Sidewalk**		**Change Existing Lighting**	
		Yes	**No**	**Yes**	**No**
83	52	1	51	8	41
% of Returned Questionnaires	**63%**	**2%***	**98%***	**15%***	**79%***
NORMANDALE IMPROVEMENT PROJECT – Results from August 17, 2012 Questionnaire No. 2 Sheet					
Questionnaires Sent	**Questionnaires Returned**	**Prefer New Sidewalk**		**Change Existing Lighting**	
		Yes	**No**	**Yes**	**No**
83	52	6	45	21	27
% of Returned Questionnaires	**63%**	**12%***	**87%***	**40%***	**52%***

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

Table 1 – Questionnaire Results

A neighborhood informational meeting was held on September 5, 2012 to discuss the improvements planned for this neighborhood. The meeting was attended by 22 residents representing 20 properties. A copy of the presentation and public input from this meeting are included in Appendix E.

Another neighborhood informational meeting was held on November 7, 2012 to discuss West Shore Drive as a primary bicycle route and sanitary sewer service pipe reconstruction assessments. The meeting was attended by 11 residents representing 10 properties. A copy of the presentation and public input from this meeting are included in Appendix L.

EXISTING CONDITIONS: **Public Utilities**

Trunk Water Main and Sanitary Sewer Pipes

Trunk water main pipe material is cast iron and trunk sanitary sewer pipe material is clay and reinforced concrete pipe. The trunk water main and sanitary sewer pipes were constructed in the early 1960's.

Six-inch (6") diameter trunk water main pipes serve the neighborhood. The valves and fire hydrants along the trunk water main pipe are operable, but the

fire hydrants are original to the neighborhood and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

The trunk water main pipe is in satisfactory condition since only four (4) repairs have been needed since 1996. Locations of the repairs are shown in Drawing 1 in the Appendix. Trunk water main pipe and hydrants were not installed at the north dead ends of Ryan Avenue and Parnell Avenue and the south Parnell Avenue cul-de-sac. While hydrants located at adjacent intersections meet fire fighting needs in these areas, they are not optimal.

Eight-inch (8") and nine-inch (9") diameter clay trunk sanitary sewer pipes serve the majority of the neighborhood. A twenty one-inch (21") diameter reinforced concrete trunk sanitary sewer pipe from north of Highway 62 enters the neighborhood at the north end of Parnell Avenue and exits east along 64th Street.

Historical records indicate there has been one (1) sewer blockage in the area. Based on the City's closed-circuit television inspections of the clay trunk sanitary sewer pipes, six (6) areas have been identified with problems including cracked pipe and offset joints. In addition to the six identified problems, multiple joint and service pipe locations along the pipe showed extensive root infiltration into the trunk main pipe. Figure 2 below shows one example of extensive root infiltration.

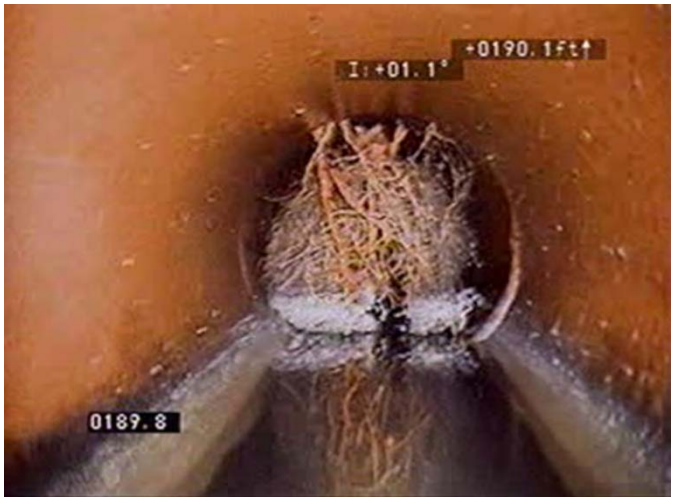


Figure 2 - Sherwood Avenue Root Infiltration

<u>Water and Private Sanitary Sewer Service Pipes</u>
Water service pipes within the neighborhood are copper pipes and vary in diameter. A two-inch (2") diameter water service pipe is located in a City utility easement along the south property lines of both 6325 Ryan Avenue and 6324 Parnell Avenue and connects to the trunk water main pipes on Ryan Avenue and Parnell Avenue.

Since 1992, there have been eleven (11) City-owned water service pipe break and leak repairs. Five (5) of the water service pipe repairs have

occurred in the last five (5) years. Locations of the City-owned water service pipe repairs are shown in Drawing 1 in the Appendix.

Private sanitary sewer service pipes are likely 6-inch diameter clay pipes. Based on their age, the City should expect that cracks and separated joints have developed along these pipes similar to the trunk main pipe. These faults in the pipe facilitate tree root intrusion and the inflow and infiltration of clear ground water into the City's sanitary sewer network.

The following unique water and private sanitary sewer service pipe connections exist within the neighborhood.

- Water service pipe connections are made to trunk water main pipes located in back and side yard easements that are not located in the City street ROW.
- Private sanitary sewer service pipe connections are made to trunk sanitary sewer pipes located in back and side yard easements that are not located in the City street ROW.
- Some property owners share a portion of their water service pipe with other property owners.
- Some water service pipes are longer than recommended lengths.

Table 2 below summarizes these unique conditions by property.

Address	Back or Side Yard Easement Water Service Pipe Connection	Longer Than Recommended Water Service Pipe	Shared Water Service Connection	Back or Side Yard Easement Private Sanitary Sewer Service Pipe Connection
4850 64th Street			X	X
4860 64th Street			X	X
4728 66th Street (1)		X		
4730 66th Street (1)		X		
6501 Parnell Avenue	X			X
6509 Parnell Avenue	X			X
6517 Parnell Avenue	X			X
6525 Parnell Avenue	X			X
6526 Parnell Avenue		X		
6529 Parnell Avenue		X		
6533 Parnell Avenue		X		X
6324 Ryan Avenue		X		
6325 Ryan Avenue		X		
6500 West Shore Drive	X			X
6508 West Shore Drive	X			X

Address	Back or Side Yard Easement Water Service Pipe Connection	Longer Than Recommended Water Service Pipe	Shared Water Service Connection	Back or Side Yard Easement Private Sanitary Sewer Service Pipe Connection
6516 West Shore Drive	X			X
6524 West Shore Drive	X			X
6532 West Shore Drive	X			X
Total	**9**	**7**	**2**	**12**

(1) Property is not included in the project, but is served by a common water service pipe located in the Parnell Avenue cul-de-sac.

Table 2 – Unique Water and Private Sanitary Sewer Service Connections

Storm Sewer

The storm sewer system is located within the legal boundary of Nine Mile Creek Watershed. The neighborhood relies on its longitudinal street slopes and concrete curb and gutter to convey storm water to an extensive storm sewer network of existing pipes and inlets located at street intersections, cul-de-sac ends and mid-block of the neighborhood streets. The storm sewer network conveys storm water via pipes to outlet at three (3) separate locations that eventually drain to Lake Cornelia. Based on a hydraulic model of the existing storm sewer trunk pipes in the neighborhood, most are currently large enough to convey storm water following significant storm events. Feedback from residents and City staff indicate undersized storm sewer trunk pipes identified in the model have not caused localized flooding or surface discharges from storm sewer structures following significant storm events.

The existing topography of the site divides runoff into four (4) separate storm sewer areas as shown in Drawing 2 in the Appendix. Runoff from Area 1 is conveyed by a storm sewer system that travels north and connects to a storm sewer interceptor pipe under Highway 62 and eventually outlets into Lake Cornelia.

Runoff from the neighborhood west of Highway 100 enters the Normandale neighborhood via a trunk storm sewer pipe within the 65th Street ROW corridor. This storm water combines with runoff from Area 2 and flows east in the trunk storm sewer pipe along 65th Street, through a City utility easement along the south property lines of 6433 Ryan Avenue and 6432 Parnell Avenue to 65th Street and West Shore Drive, where it combines with storm water from Area 3. Area 3 runoff travels via trunk storm sewer pipe east along 64th Street and south along West Shore Drive, where it combines with the offsite/Area 2 storm water and drains via trunk storm sewer pipe into a pond east of West Shore Drive, which flows into Lake Cornelia.

Runoff from Area 4 is conveyed by a storm sewer trunk pipe that begins in the Parnell Avenue cul-de-sac and travels east through a City utility

easement along the south property line of 6525 Parnell Avenue and 6524 West Shore Drive into a pond east of West Shore Drive, which flows into Lake Cornelia.

Storm water runoff travels overland in the neighborhood within portions of flat longitudinally sloped curb and gutter sections that causes pooling along the edges of the streets or at select intersections. One resident reported storm water runoff pooling problems in the street in front of 6500 Parnell Avenue due to poor longitudinal drainage via the questionnaire. Several other residents mentioned storm water ponding at various catch basin locations due to blockage caused by debris.

Seven (7) property owners told us they operate sump pumps via returned questionnaires. They use these pumps to discharge ground water away from their homes. In most cases, their pumps discharge the ground water onto their yards or an adjacent street.

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. These utilities are either overhead or buried underground both within and outside the street ROW.

Results from the questionnaire indicate sixteen (16) residents own and operate either an underground pet containment or lawn irrigation system within the project boulevards.

Streets

The roadways in this neighborhood were originally constructed in the early 1960's. The neighborhood's existing streets are surfaced with bituminous pavement. Patches, overlays, and sections of alligator cracking are present at random locations throughout the project area as shown in Figure 3.

Figure 3 - Looking East on 64th Street at Sherwood Avenue

The streets vary in width between 29 feet and 30 feet with existing concrete curb and gutter and parking on both sides of the streets. The concrete curb

and gutter is in satisfactory condition. While the pavement condition varies throughout the neighborhood, it is generally in poor condition likely due to its age.

As part of this study, 6 soil borings were taken in the project area. The borings identified a 4- to 9-inch thick layer of sand with traces of gravel beneath the street pavement. Even though the pavement is in poor condition, the presence of this aggregate base layer provides a stable foundation beneath the street surface.

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Normandale as calculated in 2009 is 23. The City of Edina recently hired a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100; with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

Street grades vary throughout the area from approximately 0.5 percent to 11 percent.

The pavement surface throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

There are two (2) driveways featuring brick paver block edging in the project area. Figure 4 depicts a driveway with brick paver block edging found in the project area.

Figure 4 - 6525 Parnell Avenue - Paver Edge Driveway

Sidewalks and Bicycle Routes

Drawing 5 in the Appendix illustrates the segment of Rosland Park's park pathway that is east of West Shore Drive. West Shore Drive between 66th Street and 64th Street and 64th Street east of West Shore Drive are both indentified as secondary bicycle routes.

Residential Lighting

Street lighting in the project area consists of standard cobra head lights mounted on wood poles that are typically located at intersections in order to illuminate the streets. The locations of the existing street lights are shown in Appendix K.

Traffic and Crash Data

City staff measured traffic volumes and speeds at ten locations within or near the neighborhood. Average daily traffic volumes ranged from 117 to 1,259 cars per day with 85th percentile speed ranging from 24.0 to 34.6 mph. The traffic and crash data is shown in Appendix I.

Landscaping

Twenty nine (29) decorative landscaping features are located in the ROW in the project area. Many of these landscape items are located directly behind the curb or around existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work. Figure 5 shows a typical landscaping feature found in the project's ROW.

Figure 5 - 6517 Parnell Avenue - Landscaping Feature

PROPOSED IMPROVEMENTS:

The project involves performing spot repairs to existing concrete curb and gutter and reconstructing the bituminous pavement while leaving the aggregate base layer and subgrade soils undisturbed. If poor subgrade soils are encountered, the project will remove and replace them while salvaging the aggregate base layer for reincorporation into the proposed street. The project also involves replacing deficient drainage structures and connecting sump pump drain pipe to the storm sewer system as needed. The sump

pump drain pipe will allow property owners to discharge ground water from their sump pumps into the trunk storm sewer pipe network. The project will also involve replacing hydrants and gate valves, trunk water main pipe extensions, water service pipe reconstruction, and rehabilitating trunk sanitary sewer pipe.

The scope of the water main, sanitary and storm sewer reconstruction should meet the following parameters.

- Protect boulevard trees.
- Provide continuous sewer and water service to residents.
- Maintain pedestrian and vehicle access in the neighborhood.
- Reconstruct private sanitary sewer service pipes between the trunk sanitary sewer pipe and ROW line.
- Encourage property owners to reconstruct their private sanitary sewer service pipe between the ROW line and their homes prior to construction.
- Reconstruct the City-owned water service pipe between the trunk water main pipe and curb stop box within the City's ROW. Reconstruction should also include replacing all of the curb stops.
- Encourage property owners to reconstruct their private water main service pipes between the curb stop and their homes.

Public Utilities

Trunk Water Main and Sanitary Sewer Pipes

Since the existing trunk water main pipe is in relatively good condition, reconstruction is not proposed as part of the project. New trunk water main pipe and hydrants will be installed at the north dead ends of Ryan Avenue and Parnell Avenue and the south Parnell Avenue cul-de-sac.

New trunk water main pipe will be installed in the City utility easement along the south property lines of both 6325 Ryan Avenue and 6324 Parnell Avenue and will connect to the trunk water main pipes on Ryan Avenue and Parnell Avenue. Drawing No. 3 in the Appendix shows the proposed combination of open cut and horizontal directional drill reconstruction methods to be deployed in these areas.

The project will replace all of the existing fire hydrants with new City standard hydrants and will replace all existing gate valves. New hydrants will also be added in locations where the distance between the existing hydrants exceeds the recommended 500-foot spacing.

All of the proposed improvements to the water main system will optimize water flow for fire fighting and improve water quality.

During improvements to the trunk water main pipe network, residents will have continuous water service. If necessary, temporary water main and service pipes will be strung out on the ground along the boulevards and front yards of the neighborhood's streets. These temporary pipes are connected to sections of the existing water main. Continuous water service is provided to each home via its outside garden hose spigot. The contractor will need access into each affected home to make a proper temporary water main connection.

The project will reconstruct the trunk sanitary sewer pipes using a trenchless reconstruction method called cured in place pipe lining. Spot repairs will be made to the trunk sanitary sewer pipes that have sagged, cracked or where offset joints occur. The City's closed circuit televsion inspections provide the exact locations of these repairs. Wherever necessary, the repairs will be completed using open cut repair methods. In sensitive locations, repairs will be completed using trenchless repair methods.

Block sanitary manholes will be lined with cement mortar and all sanitary manholes will have castings and adjustment rings replaced.

Sanitary Sewer Service and Water Service Pipes

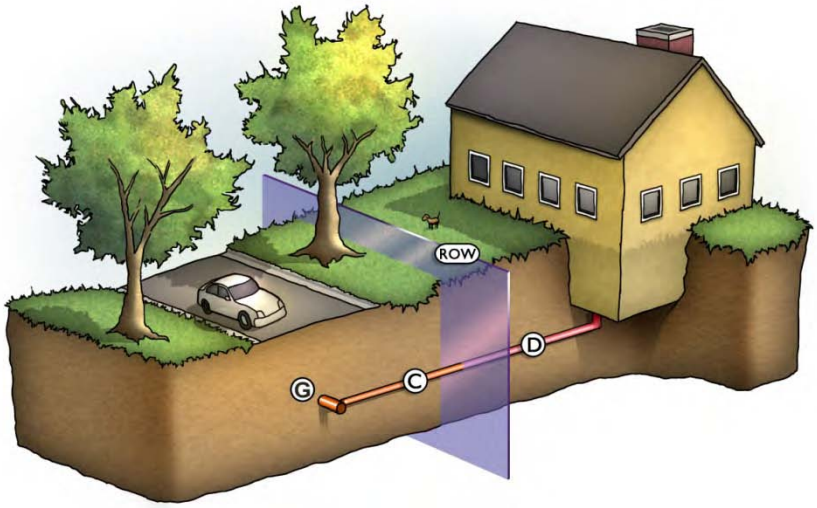
Along with upgrading the street, the City also plans to upgrade the publicly owned water main and sanitary sewer pipes that are underground. Upgrading these pipes will ensure that the water and sanitary sewer services will be safe and reliable for the foreseeable future.

Besides helping to keep safe, reliable sanitary sewer services and water services, upgrading all of the private and public underground utility lines helps ensure that the new street stays looking new and in good condition by decreasing the chances that the street will need to be cut into in order to repair old or leaking underground utilities.

Property owners will be allowed to have the cost of any sanitary sewer service or water service upgrades financed through the City's special assessment financing system. Staff will provide the interested property owners with information on how to proceed with this option.

Sanitary Sewer Services:

Because the City is upgrading the publicly owned pipes and the roadway above these pipes, we will require that property owners upgrade the privately owned sanitary sewer service line shown as segment "C" below; both segments "C & D" are privately owned. The only exception will be for properties whose pipes have been upgraded in the past 15 years.



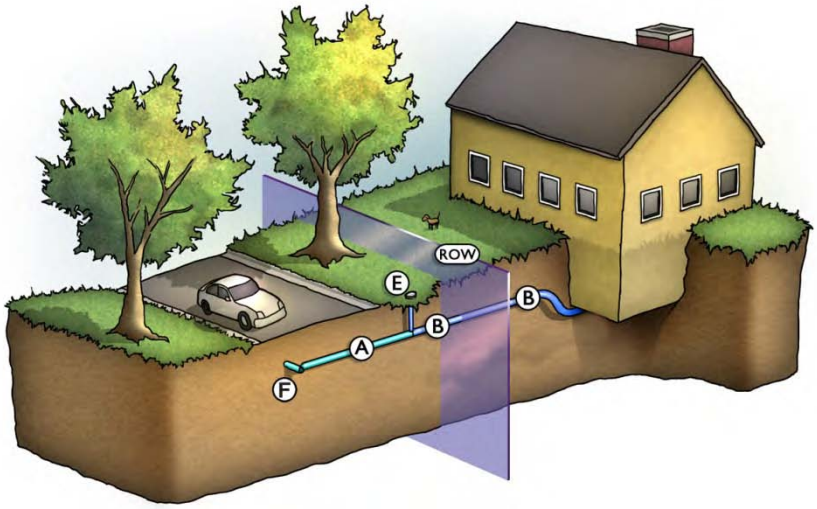
SEGMENT	OWNERSHIP
C	Property Owner
D	Property Owner
G	City

Figure 6 – Typical Section Showing Sanitary Sewer Service

A property owner will have two options to upgrade their sanitary sewer service line:

1. They may hire their own private contractor to do the upgrading work. This option allows the property owner to choose their own contractor, have some flexibility for the project schedule and to finance the cost of the work at their discretion.
2. Join a contract organized and managed by the City. The City's contractor will replace the segment of private sanitary sewer service line shown as segment "C" above for a flat cost of $2,500.

Water Service Pipes:
The City will also be upgrading the publicly owned portion of the water service shown as segments "A & E" below.



SEGMENT	OWNERSHIP
B	Property Owner
A	City
E	City
F	City

Figure 7 – Typical Section Showing Water Service

Unique Water and Private Sanitary Sewer Service Connections

The project will:

- not reconstruct segments "A & E" if they are located in a back or side yard easement that is not located in the City's street ROW,
- not reconstruct segment "C" if it is located in a back or side yard easement that is not located in the City's street ROW.
- shorten individual water service connections that are too long to acceptable lengths,
- separate shared water service connections

On a per property basis, Table 3 summarizes how the project will address unique service pipe connections.

Address	No Water Service Pipe or Curb Stop Box Reconstruction	Shorten Water Service Connection	Separate Shared Water Service Connections	No Private Sanitary Sewer Service Reconstruction
4850 64th Street			X	X
4860 64th Street			X	X
4728 66th Street (1)		X		
4730 66th Street (1)		X		
6501 Parnell Avenue	X			X
6509 Parnell Avenue	X			X
6517 Parnell Avenue	X			X
6525 Parnell Avenue	X			X
6526 Parnell Avenue		X		
6529 Parnell Avenue		X		
6533 Parnell Avenue		X		X
6324 Ryan Avenue		X		
6325 Ryan Avenue		X		
6500 West Shore Drive	X			X
6508 West Shore Drive	X			X
6516 West Shore Drive	X			X
6524 West Shore Drive	X			X
6532 West Shore Drive	X			X
Total	**9**	**7**	**2**	**12**

(1) Property is not included in the project, but is served by a common water service pipe located in the Parnell Avenue cul-de-sac.

Table 3 – Unique Water and Private Sanitary Sewer Service Connections

Storm Sewer

Spot repairs will be made to the concrete curb and gutter that are no longer functioning properly. No improvements are proposed to the existing trunk storm sewer pipe since the majority of the trunk storm sewer pipes in the neighborhood are adequately sized and localized flooding of the system has not been observed following large storm events. Existing storm structures in

poor condition will be replaced. Remaining drainage structures will have castings and adjustment rings replaced. The City will consider adding a future storm water runoff treatment manhole on City property east of the West Shore Drive and 65th Street intersection as part of a separate project.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system.

Private Utilities

The local gas utility company, CenterPoint Energy, has indicated that they may upgrade or replace gas mains within the project limits. CenterPoint Energy may also coordinate moving gas meters to the exterior of the homes. This work is not part of the City's project but will be coordinated to occur prior to the start of construction.

The City will coordinate other private utility relocations or upgrades prior to the start of construction.

Any damage to privately-owned pet containment and irrigation systems caused by street and City utility reconstruction activities will be repaired by the City.

Streets

The project will reconstruct the streets with a new bituminous surface to their existing widths between the existing curb and gutter. The project will recycle and mix together all of the existing bituminous street pavement and approximately 1-inch of the existing aggregate base course below it. The recycled aggregate base product will be reincorporated into the project to replace poor subgrade soils or as utility trench backfill.

Spot repairs will be made to the concrete curb and gutter in utility service reconstruction areas.

As part of the project, staff will investigate inclusion of a no parking condition along the east side of West Shore Drive between 66th Street and 65th Street based on responses from resident questionnaires and comments received at the informational meetings.

The proposed improvements acknowledge many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Sidewalks and Bicycle Routes

At their October 25 meeting, the ETC recommended staff incorporate a separate bicycle lane on West Shore Drive between 64th and 66th Streets. Copies of the ETC meeting minutes are included in Appendix K.

At a neighborhood informational meeting on November 7 staff presented an option to add this bicycle lane to West Shore Drive. This option is shown in Drawing 6 of the Appendix.

Property owners at the November 7 meeting asked staff to consider adding a separate bicycle lane adjacent to Rosland Park's park pathway as shown in Drawing 7 of the Appendix. Property Owner input from this meeting is given in Appendix L.

Drawings 6 & 7 were sent to the City Park Board for their review and consideration at their November 19 meeting. Staff will provide an update of comments received from the City Park Board in their December 11, 2012 Public Hearing report.

Residential Lighting

The questionnaire asked if residents wanted to upgrade the street lights in the project area. The results from Table 1 show that property owners do not want to reconstruct the street lights. Since the lighting of the neighborhood is sufficient to delineate the intersections, no revisions to the current street lighting system are proposed.

Staff is including installation of City standard pendant style lighting units along the multi-use path shown in both Drawing 6 and 7 of the Appendix. Both Drawing 6 and 7 depict the type, style and location of pendant luminaire lighting proposed. Staff shared the locations of these lights with property owners at the November 7 neighborhood meeting.

RIGHT-OF-WAY & EASEMENTS:

Existing right-of-way on all streets in the project area is 60 feet wide. No additional right-of-way or easements are anticipated to complete the proposed improvements.

PROJECT COSTS:

The estimated total project cost is $3,553,000. Funding for the entire project will be from a combination of special assessment, utility and Active Living Infrastructure funds. The estimated roadway cost is $1,095,000, and the estimated sanitary sewer service cost is $175,000. Both of these costs will be 100 percent funded by special assessments at a rate of $14,800 per REU. Properties not receiving new sanitary sewer services will be assessed at a rate of $12,300 per REU. Utility improvements and repairs amount to $1,888,000 and will be funded through respective utility funds. Multi-use path and lighting upgrades adjacent to West Shore Drive amount to $395,000 and will be funded through the Active Living Infrastructure fund.

The total estimated project cost is $3,553,000 (2013 Dollars). The estimated total project cost is summarized in Table 4.

ITEM	ESTIMATED COST [2]	
	CITY	RESIDENTS
Sanitary Sewer Trunk Pipe	$869,000	
Sanitary Sewer Service Pipe Between the Trunk Pipe and the Right-Of-Way Line[1]		$175,000
Water Main Trunk Pipe and Service Pipe Up To and Including Curb Stop Box	$728,000	
Storm Sewer	$291,000	
Street Reconstruction[1]		$1,095,000
Multi-Use Path	$324,000	
Lighting for Multi-Use Path	$71,000	
Sub-total	**$2,283,000**	**$1,270,000**
Total	**$3,553,000**	

[1] Cost to be assessed to residents
[2] Costs are given in 2013 dollars

Table 4 - Summary of Total Estimated Project Cost

ASSESSMENTS:

The assessments are based on the City's Special assessment policy, dated August 21, 2012.

An estimated special assessment rate of approximately $14,800 (2013 Dollars) per residential equivalent unit (REU) is proposed to be levied against property owners in the project area who receive benefit from the proposed street improvements and have a sanitary sewer service connection in the City's ROW. There are 70 REU's in the project area that qualify for this assessment rate. The remaining 19 REU's in the project area with no sanitary sewer service connection in the City's ROW will be exempt from the sanitary sewer service assessment. The estimated total assessment rate is summarized in Table 5.

ITEM	ESTIMATED ASSESSMENT [1]	NUMBER OF REU'S
Street Reconstruction	$12,300	89
Sanitary Sewer Service Pipe Between the Trunk Pipe and the Right-Of-Way Line	$2,500	70
Total	**$14,800**	

[1] Assessment rate is given in 2013 dollars

Table 5 - Summary of Total Estimated Assessment Rates per REU

Drawing 4 in the Appendix of this study summarizes the application of the estimated assessment rates. The methodology for calculating the REUs for City owned property along the east side of West Shore Drive is described as follows:

Park Property:

Rosland Park:

Seven (7) REUs = Layout of park property with similar size buildable lots in the neighborhood.

According to City policy, properties that abut the project but their addresses are not included in the project are either not assessed due to past assessments or assessed at either 1/3 or 2/3 of the estimated rate. No 1/3 or 2/3 assessments are proposed for this project.

The City will consider deducting that portion of the assessment rate for the sanitary sewer service pipe repair if the resident:

- Repairs, using their own contractor, their own private sanitary sewer service pipe between at least the trunk sanitary sewer pipe and ROW line before reconstruction is underway, or
- Reconstructed their sanitary sewer service pipe between at least the trunk sanitary sewer pipe and ROW line with PVC pipe or by use of trenchless methods in the last 15 years.

A copy of the preliminary assessment roll is included in Appendix F.

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

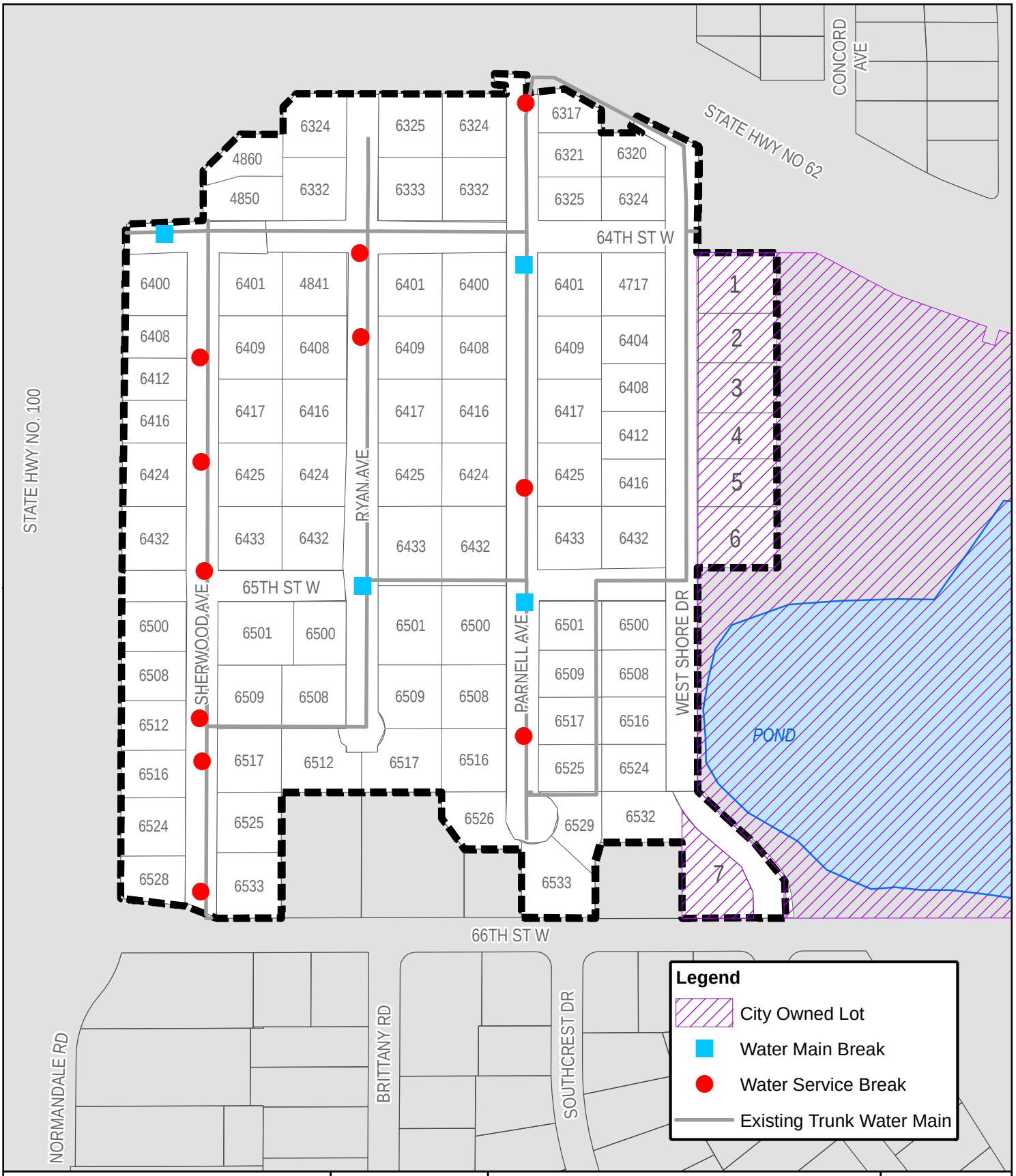
Project Open House 2011	September 22, 2011
Neighborhood Informational Meeting	September 5, 2012
Edina Transportation Commission Meeting	October 25, 2012
Neighborhood Informational Meeting About Private Sanitary Sewer Service Reconstruction and Multi-use Path Along West Shore Drive	November 7, 2012
Receive Feasibility Report and Public Hearing	December 11, 2012
Bid Opening	March/April 2013
Award Contract	Spring 2013
Begin Construction	Spring 2013
Complete Construction	Fall 2013
Final Assessment Hearing	Fall 2014

FEASIBILITY: Staff believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Normandale Neighborhood.

APPENDIX:

Drawing 1 – Normandale Neighborhood Water Main and Service Breaks
Drawing 2 – Normandale Neighborhood Drainage Areas
Drawing 3 – Normandale Neighborhood Water Main Reconstruction
Drawing 4 – Normandale Neighborhood Assessment Summary
Drawing 5 – Normandale Neighborhood Nearby Bicycle and Park Routes
Drawing 6 – Normandale Neighborhood West Shore Drive Multi-use Path Option A
Drawing 7 – Normandale Neighborhood West Shore Drive Multi-use Path Option B

A. Draft Living Streets Policy Framework
B. 2011 Open House Meeting Letter and Presentation
C. Property Owners Questionnaire
D. Property Owners Questionnaire Results No. 1 and No. 2
E. September 5, 2012 Normandale Neighborhood Informational Meeting
F. Preliminary Assessment Roll
G. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
H. Plumbers Contact Information Summary
I. 2013 Normandale Traffic and Crash Data
J. Recommendation to Set Public Hearing, Notice of Public Hearing to residents and Notice of Public Hearing Advertisement
K. Edina Transportation Commission Review Data and Meeting Minutes
L. November 7, 2012 Normandale Neighborhood Informational Meeting



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SEH

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Print Date: 9/11/2012

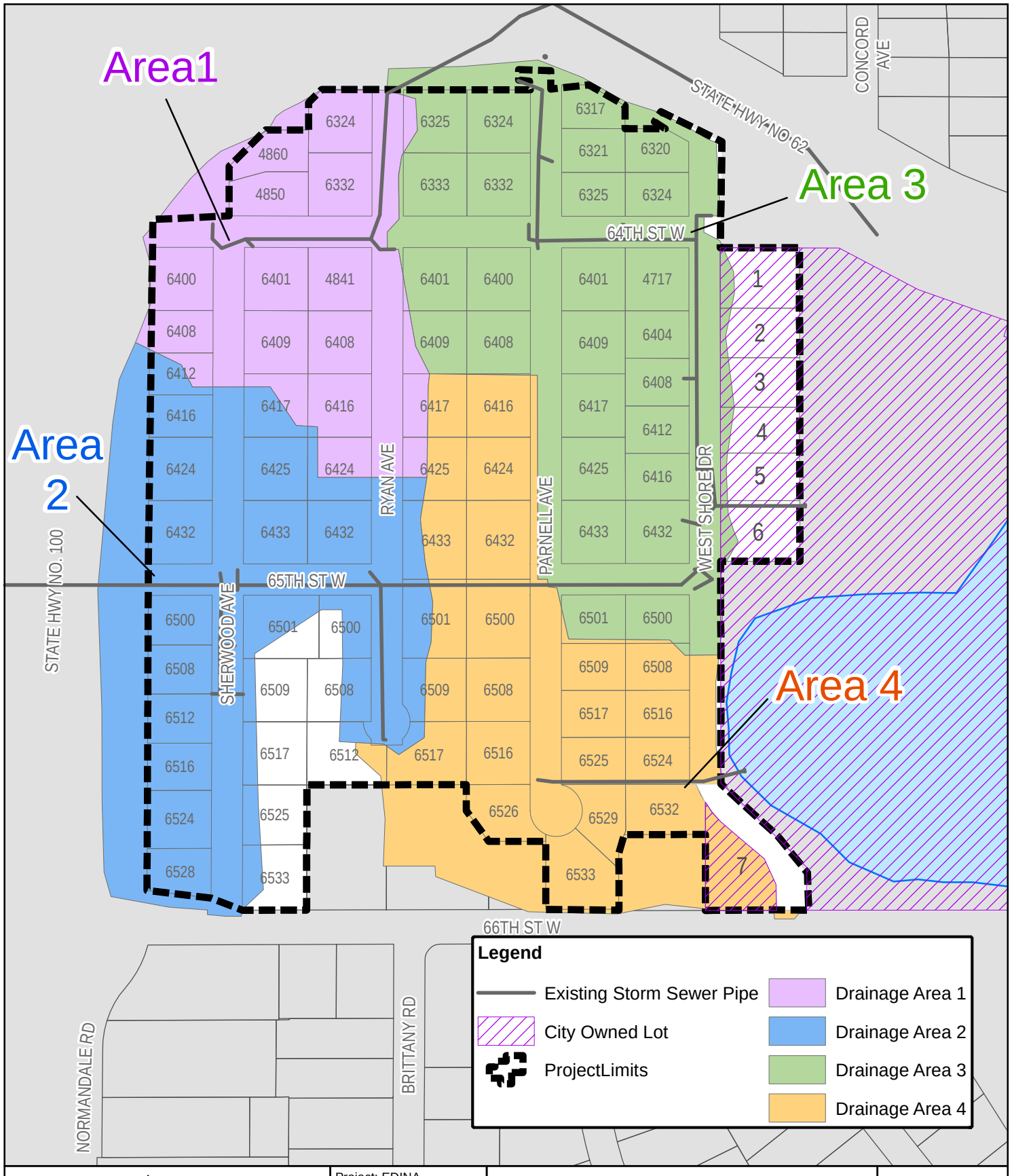
Map by:MSS
Projection: Hennepin County Coords
Source: LMIC, MnDOT

Normandale

Neighborhood Roadway Improvements
Edina, Minnesota

Drawing 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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Project: EDINA
Print Date: 9/11/2012

Map by:MSS
Projection: Hennepin County Coords
Source: LMIC, MnDOT

Normandale

Neighborhood Roadway Improvements
Edina, Minnesota

Drawing 2

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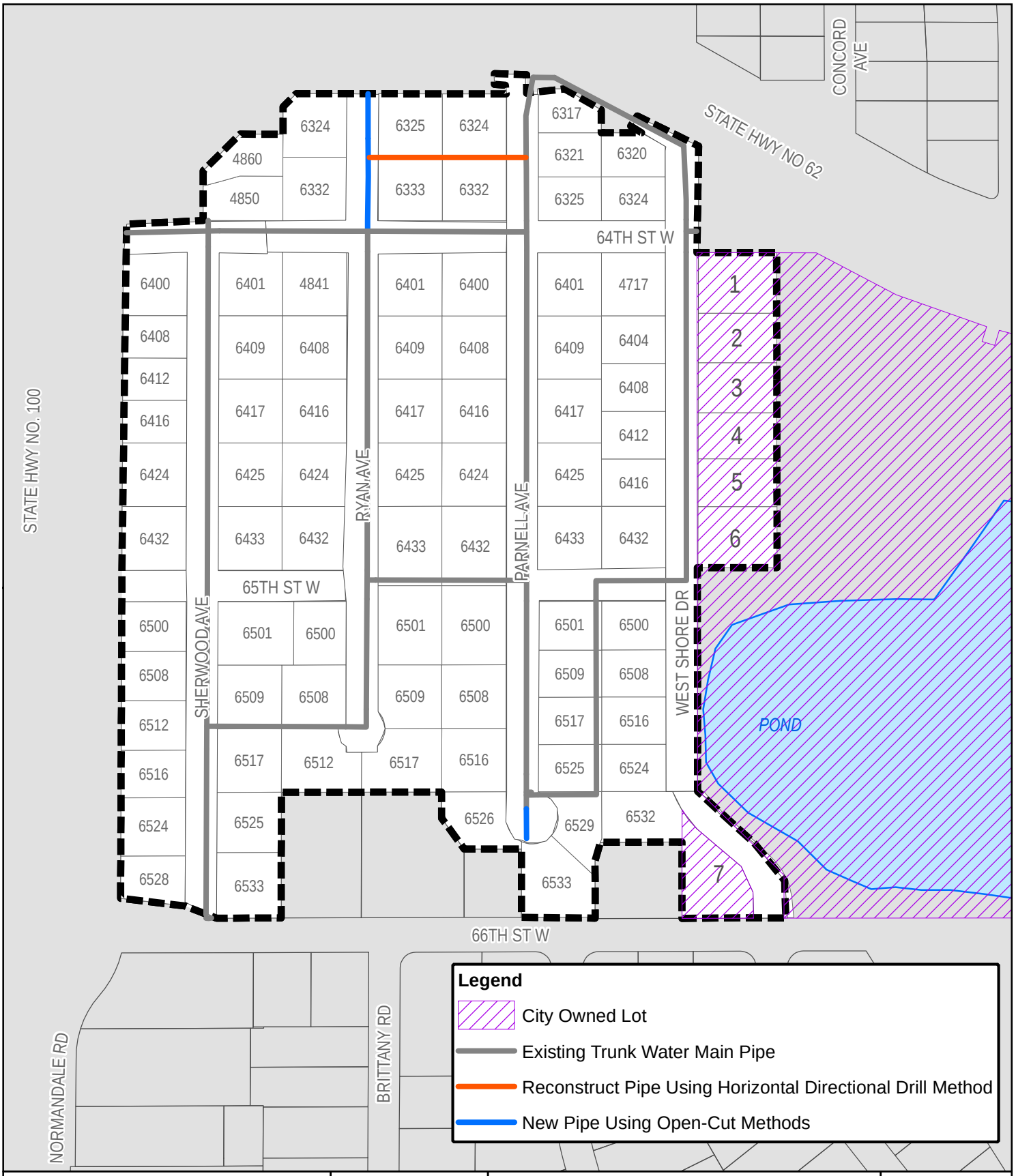

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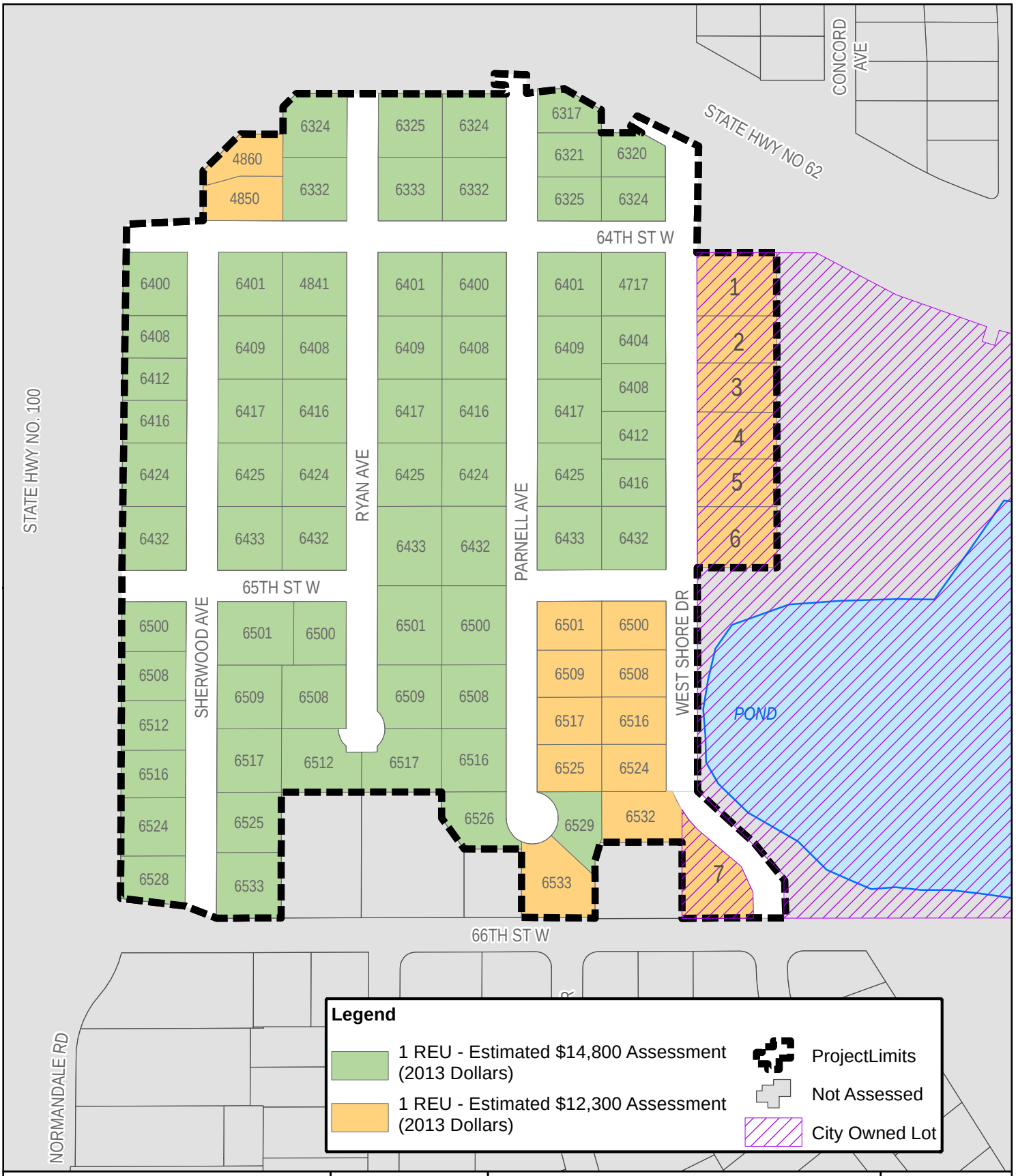
Map by:MSS
Projection: Hennepin County Coords
Source: LMIC, MnDOT

Normandale

Neighborhood Roadway Improvements
Edina, Minnesota

Drawing
3

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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Print Date: 11/12/2012

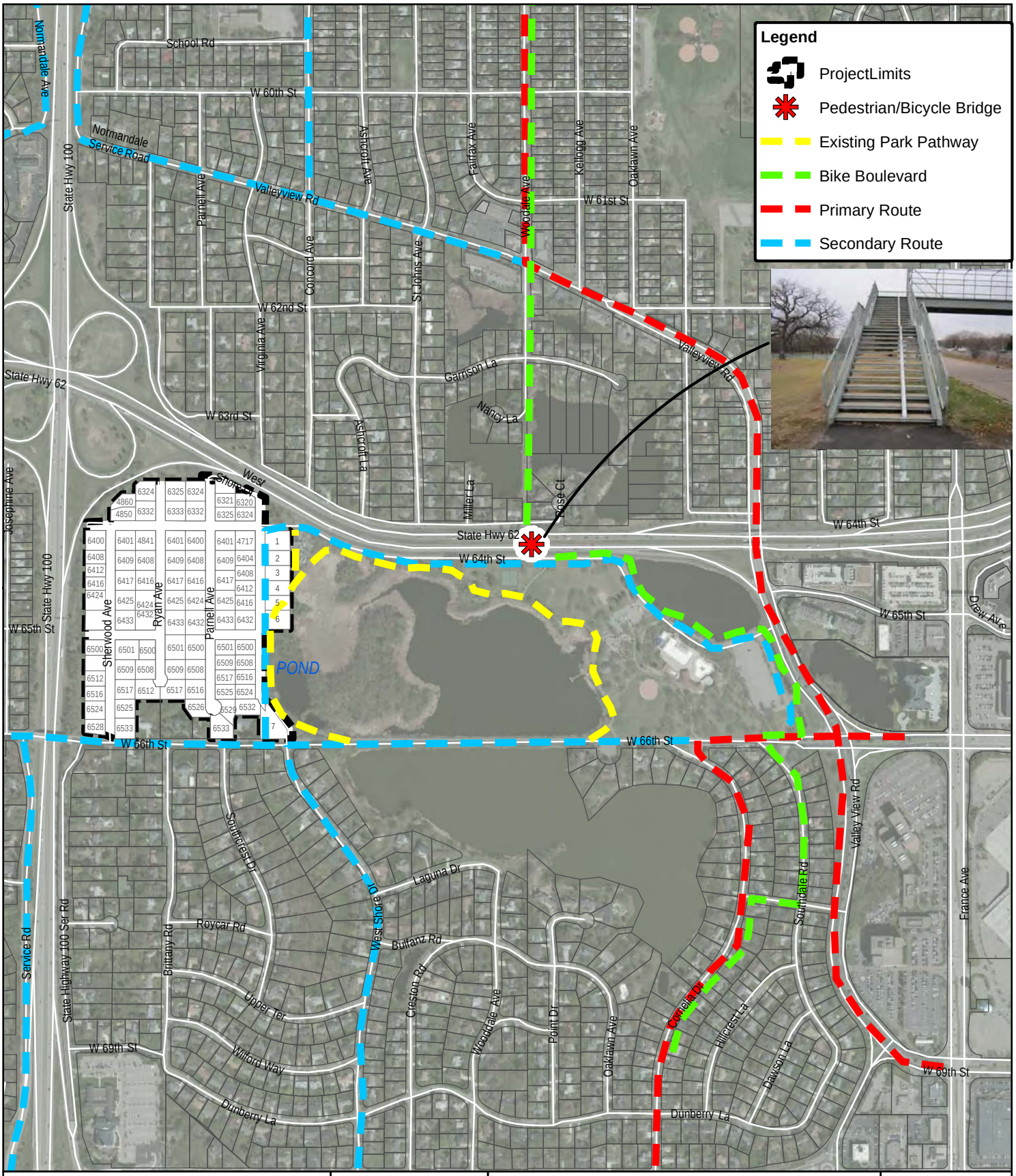
Map by:MSS
Projection: Hennepin County Coords
Source: LMIC, MnDOT

Normandale

Neighborhood Roadway Improvements
Edina, Minnesota

Drawing 4

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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Project: EDINA

Print Date: 11/12/2012

Map by:MSS
Projection: Hennepin County Coords
Source: LMIC, MnDOT

Normandale

Neighborhood Roadway Improvements
Edina, Minnesota

Drawing 5

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

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MODULAR BLOCK RETAINING WALL WITH FENCE

LIGHT POLE WITH FIXTURE

SAMPLE PHOTOS

LEGEND

N

50 0 50 100

scale 25 feet

PROPOSED CONDITIONS

- MULTI-USE PATH (BICYCLE AND WALKING)
- CONNECTION TO ROSLAND PARK PATHWAY (WALKING ONLY)
- MODULAR BLOCK RETAINING WALL WITH FENCE
- LIGHT POLE WITH FIXTURE
- CLEAR BRUSH
- REMOVE TREE
- PROTECT TREE
- TYPICAL SECTIONS

EXISTING CONDITIONS

- PROPERTY LINE
- RIGHT OF WAY LINE
- TREE
- LAKE CORNELIA NATURE TRAIL (WALKING ONLY)
- ROSLAND PARK PATHWAY (WALKING ONLY)
- BRUSH
- DRIVEWAY SERVICING LIFT STATION
- PARK BENCH
- PHOTO LOCATION AND DIRECTION

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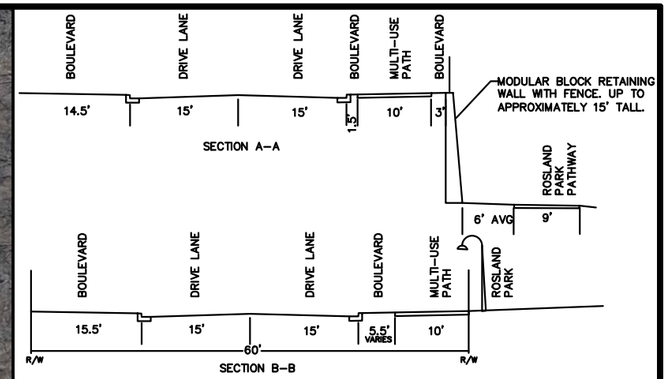
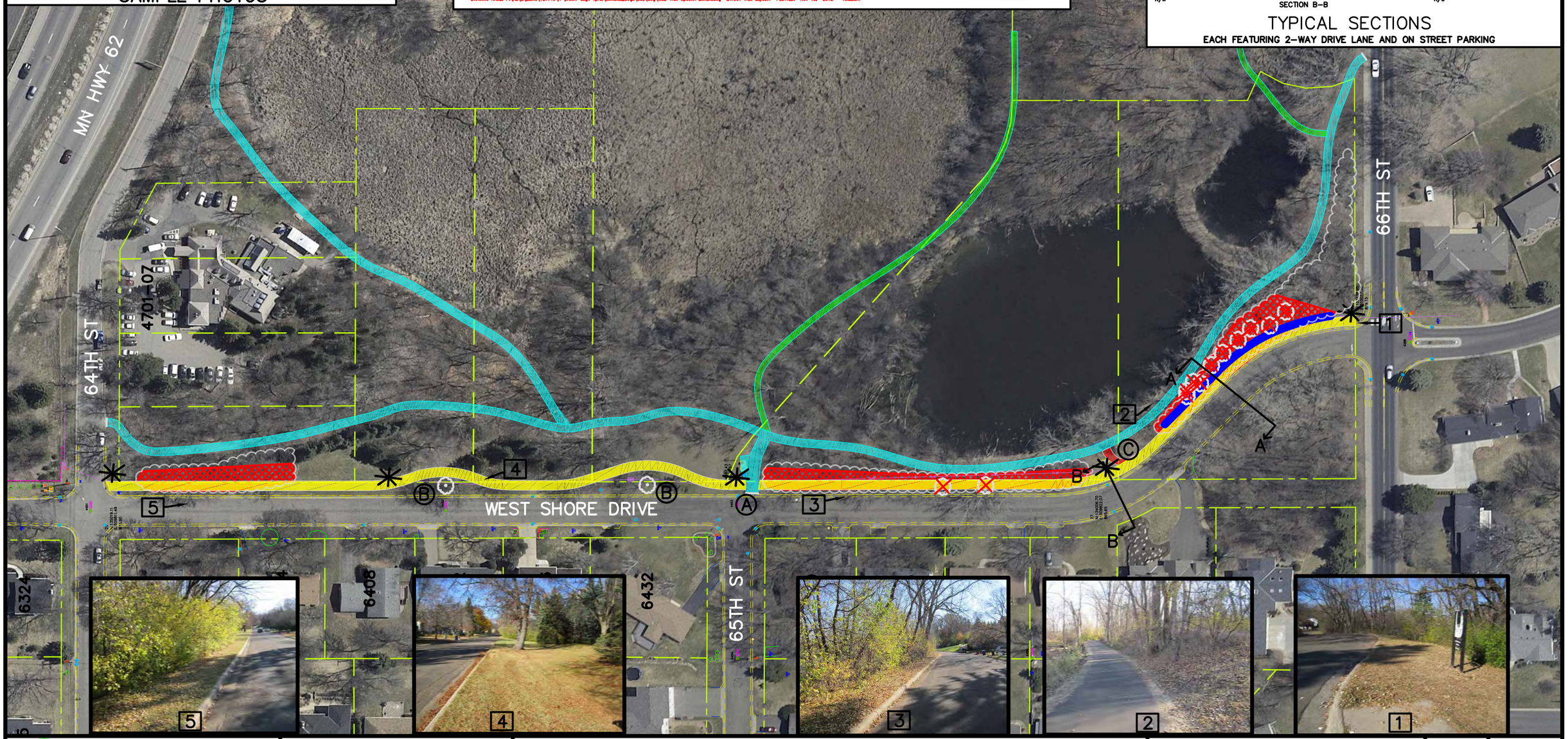


TYPICAL SECTIONS

EACH FEATURING 2-WAY DRIVE LANE AND ON STREET PARKING



5

4

3

2

1

PHONE: 952.912.2600
10901 RED CIRCLE DRIVE #300
MINNETONKA, MN 55343-9302
www.sehinc.com

EDINA, MINNESOTA

NORMANDALE NEIGHBORHOOD ROADWAY IMPROVEMENTS

IMPROVEMENT NO. BA-394

WEST SHORE DRIVE MULTI-USE TRAIL - OPTION A

FILE NO. EDINA 121719

DATE 11/14/12

DRAWING 6

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MODULAR BLOCK RETAINING WALL WITH FENCE

LIGHT POLE WITH FIXTURE

BOLLARD/CABLE FENCE

SAMPLE PHOTOS

LEGEND

N

50 0 50 100

scale 25 feet

PROPOSED CONDITIONS

- MULTI-USE PATH (BICYCLE AND WALKING)
- MODULAR BLOCK RETAINING WALL WITH FENCE
- BARRIER CURB
- LIGHT POLE WITH FIXTURE
- CLEAR BRUSH
- REMOVE TREE
- TYPICAL SECTIONS

EXISTING CONDITIONS

- PROPERTY LINE
- RIGHT OF WAY LINE
- TREE
- LAKE CORNELIA NATURE TRAIL (WALKING ONLY)
- ROSLAND PARK PATHWAY (WALKING ONLY)
- BRUSH
- DRIVEWAY SERVICING LIFT STATION
- PARK BENCH
- PHOTO LOCATION AND DIRECTION

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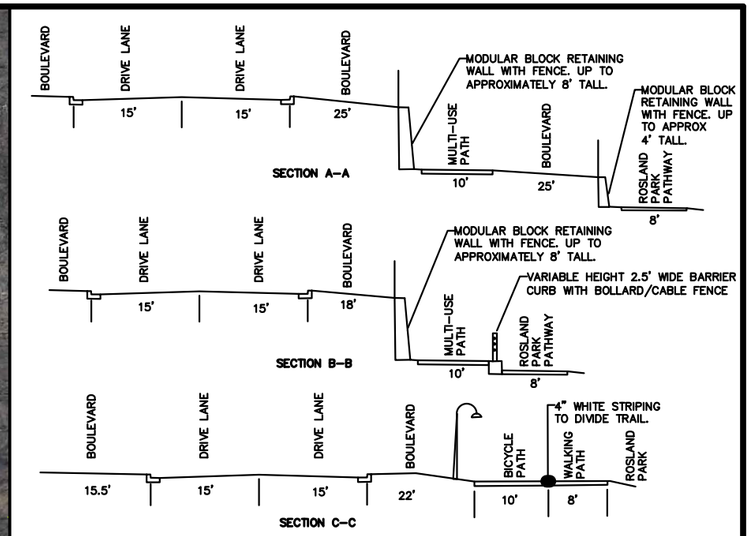
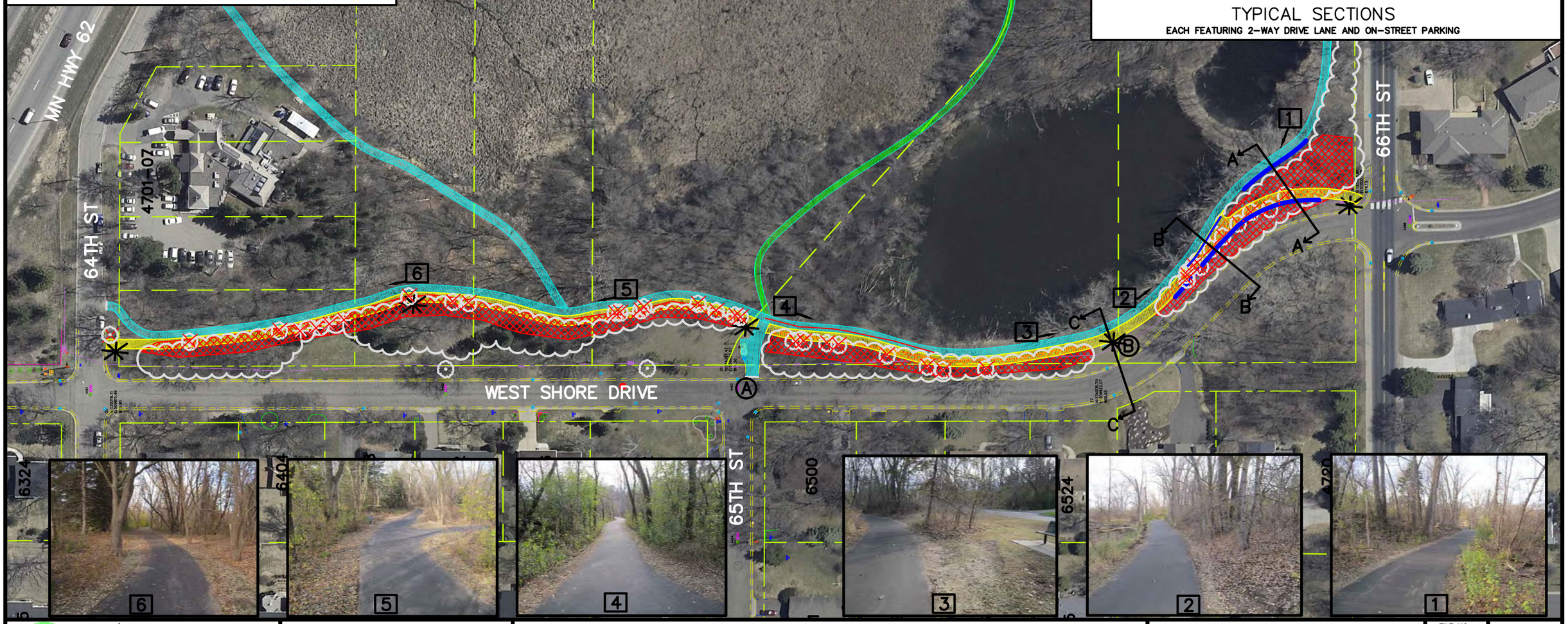


TYPICAL SECTIONS

EACH FEATURING 2-WAY DRIVE LANE AND ON-STREET PARKING



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NORMANDALE NEIGHBORHOOD ROADWAY IMPROVEMENTS

IMPROVEMENT NO. BA-394

WEST SHORE DRIVE MULTI-USE TRAIL - OPTION B

FILE NO. EDINA 121719

DATE 11/14/12

DRAWING 7

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Appendix A

Draft Living Streets Policy Framework

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HRGreen

BARR

MEMO

To:	Wayne Houle, PE – Edina City Engineer Michael Thompson, PE – Edina Living Streets Committee Chair
From:	Dan Edgerton, AICP – HR Green Jack Broz, PE – HR Green Fred Rozumalski, RLA – Barr Engineering Co. Matt Metzger, PE – Barr Engineering Co.
Subject:	Edina Living Streets – Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework
Date:	August 13 , 2012

1.0 Introduction

The City of Edina seeks to encourage the development of a more accessible and sustainable transportation system over time. To accomplish this goal, the city envisions redesigning its street network using a "complete streets" approach, guided by green streets and active living design principles. The result will be a "living streets" system which facilitates all modes of transportation, incorporates ecological services, and encourages walking and bicycling through safe and aesthetically attractive transportation corridors. The purpose of this memorandum is twofold:

1. To document the review of existing plans and policies relevant to living streets, and
2. To provide a framework for a Living Streets Policy and Plan.

2.0 Review of Existing Plans and Policies

The City of Edina has implemented a number of planning and policy documents, ordinances, and other initiatives which have a bearing on transportation system investment decisions. Attachment 1 includes a draft livings streets policy background document, prepared by the city. This document summarizes the relevant plans and policies which lead to the undertaking of the current study, many of which provide the policy direction and guidance for the city's living streets efforts. In contrast, some existing policies and regulations could conflict with or create a barrier to the implementation of a living streets program.

The following is a brief summary of the documents, regulations, and programs most relevant to living streets. As the city moves toward implementation of its Livings Streets Policy and Plan, each of these documents should be reviewed and policies and regulations with a direct connection to transportation design elements (i.e., right-of-way, sidewalks, trees, etc) should be amended in order to expressly support the city's living street goals.

Plans and Studies

- Edina Comprehensive Bicycle Transportation Plan (2007)
  The Edina City Council adopted a Comprehensive Bicycle Plan in 2007. The guiding vision for this document is to support the gradual transformation of the City of Edina into a "progressive

bicycle-friendly community where citizens can easily integrate cycling into their daily lives." This document compliments living street by planning for a fully integrated, safe, and inviting bicycle network for a full range of users.

- Edina Comprehensive Plan (2008)
  The Edina City Council adopted an updated Comprehensive Plan in 2008. The plan promotes a vision for a city that is pedestrian, bicycle and transit friendly and inclusive of all users. A number of chapters are relevant to living streets, including Chapter 2: Visions, Goals, and Objectives; Chapter 4: Land Use and Community Design; Chapter 7: Transportation Plan; and Chapter 10: Energy and the Environment.

- Edina Comprehensive Water Resources Management Plan Update (2009)
  The City of Edina developed a Comprehensive Water Resources Plan in 2009. This plan establishes the City's goals and policies for municipal drainage systems, design criteria, and rules for development and redevelopment. The plan supports the living streets goals to reduce street water runoff into watersheds.

- Edina Capital Improvement Plan (2012)
  The purpose of the Capital Improvement Plan (CIP) is to guide capital investment decisions based on a community's needs, taking into account the best use of limited resources while providing efficient and effective municipal services. As the Edina Living Streets Policy is implemented, the CIP should be revised to reflect prioritization of capital investments in accordance with the city's living streets goals.

Programs and Initiatives

- Edina Fit City Program (Resolution 2006-70)
  In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program," which recognizes cities committed to creating and maintaining an environment supportive of active living. The goals of the Fit City program and the City's resolution supporting an activity-friendly community compliment living streets.

- Edina Green Steps Program (Resolution 2011-37)
  The City of Edina adopted a resolution to participate in the Minnesota Pollution Control Agencies (MPCA) Green Step Cities program in 2011. The Green Step Cities program aims to provide Minnesota cities a clear pathway to greater sustainability based on implementing best practices specific to Minnesota cities. Several of these best practices would be supported by a Living Streets Policy, including, #11: Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts); #12: Mobility Options (walking/biking, Safe Routes to School, etc.); #16: Urban Forest; #17: Efficient Stormwater Management; #18: Green Infrastructure (porous pavement, swales, etc.); and #19: Surface Water Quality (rain gardens, etc.).

- Bloomington Public Health
  Bloomington Public Health provides public health services to Bloomington, Edina, and Richfield. This includes Statewide Health Improvement Program (SHIP) and the Community Transformation Grant (CTG). SHIP is working with communities, schools, worksites, and healthcare to reduce the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer. SHIP seeks to make healthy living easier where we live, work, learn, and play. CTG has similar goals and also supports the Living Streets Policy in Edina. A Living Streets Policy would complement these programs as it would promote active living and make it easier for community members to be physically active.

- Edina ***do***.town Program (2011)
  In September 2011, the City of Edina, in partnership with Bloomington and Richfield, launched an 18-month initiative to improve community health by making changes that support healthy eating and active living choices. The goal of ***do***.town is to bring together community members and leaders to think and talk about ideas that would make the healthy choice the easy choice in Bloomington, Edina, and Richfield.

Policies and Regulations

- Edina Assessment Policy (2010)
  The purpose of the Edina Assessment Policy is to provide regulations for assessments to properties for non-state aid street projects. This policy is relevant to Living Streets as it governs how traditional street improvements are funded. As the Edina Living Streets Policy is implemented, the city should seek new and innovative ways to provide additional funding for design elements related to livings streets and update its assessment policy to clearly define how each street design element will be funded.

- Municipal State Aid Special Assessment Policy (2010)
  The purpose of the Municipal State Aid (MSA) Assessment Policy is to establish assessment rules for MSA improvement projects. As the Edina Living Streets Policy moves forward, the city should collaborate with its partners (i.e., Hennepin County, MnDOT, etc.), to identify new ways to support the implementation of living streets in Edina.

- Edina City Code
  The Edina City Code is a comprehensive document which codifies the general ordinances of the City of Edina. Several elements of the City Code will have a direct bearing on the implementation of living streets within the city, whether through supporting policies, or in some cases policies that conflict with living streets principles. The following is a listing of some of the relevant chapters (not all inclusive). Upon implementation of a Living Streets Policy in Edina, these elements of the City Code should be reviewed and updated as necessary to expressly support the city's living streets goals.
  - *Chapter 4: Buildings, Construction and Signs* – Revise the following sections to support living streets principles such as creating livable neighborhoods.
    - Section 405: Landscaping, Screening and Erosion Control
    - Section 421:Right-of-way management
  - *Chapter 7: Health* – Consider linking this ordinance to the Living Streets Policy to support active living goals.
  - *Chapter 8: Land Use Plats and Zoning (all sections)* – Consider adopting form based zoning polices which emphasize size and position over use. This tool could be used to encourage living streets tenants such as mixed use development which promotes active living and helps to make the street a more attractive environment for non-motorized users.
  - *Chapter 10: Misdemeanors and Nuisances* – Revise the following sections to support living streets principles such as reducing the total amount of paved area through modified parking and vegetation ordinances.
    - Section 1046: Parking and Storage of Vehicles and Equipment
    - Section 1050: Maintenance of Vegetation
  - *Chapter 11: Public Utilities (all sections)* – Revise this chapter to support the stormwater efficiency goals of living streets.
  - *Chapter 12: Streets and Parks (all sections)* –This chapter should be thoroughly reviewed and revised to support living streets goals such as allowing flexibility in street

design to implement a full range of living streets design elements and to place greater emphasis on serving the needs of non-motorized users.

- *Chapter 14: Traffic Control and Vehicles* – The following sections should be thoroughly reviewed and revised to both support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements, and to remove barriers such as excessive auto "clear zone" requirements as appropriate.
  - Section 140: Pedestrian, Bicycle, and Vehicular Traffic, Parking, Standing and Loading
  - Section 1405: Clear View Zone

In addition, as living streets implementation moves forward, the city should adopt additional policies and ordinances in support of living streets, such as traffic calming and street design guidelines. These policies should be defined as part of the future living streets planning process.

3.0 Lessons Learned

The following is a summary of key lessons learned during previous Living Streets efforts in other municipalities.

Lessons Learned in Los Angeles County, CA

(May 3, 2012 Discussion with Ryan Snyder of Ryan Snyder Associates)

Lessons learned related to policy:

- Build a policy from the ten policy elements delineated in Table 2.1 of the Los Angeles County Model Design Manual for Living Streets.
- Exceptions should be rare. The process for design and review must be clear.
- City procedures and standards need to be changed as appropriate to accommodate the new policy. For example it may be stipulated the a bike advisory committee reviews all street projects, or a pre-design check list is created for components of Living Streets (e.g. pedestrian circulation, stormwater management, street trees).
- It is important to create implementation plans. It might include plans such as Safe Routes to School (SRTS), a sidewalk plan, or an urban forest plan.

Lessons learned related to implementation:

- For each street project Ryan recommends well facilitated workshops with property owners to first educate them on Living Streets, and then to have them participate in the selection of street elements appropriate for their street.
- During the education process show lots of photographs and drawings of Living Streets as well as dysfunctional streets. Make it very visual. Explain all the benefits. Talk about the down side of keeping the street as it is.
- It is important to have all voices (supporters as well as opponents) at the table during the facilitated workshops, and to encourage the quiet people to speak their mind. It helps to break into small groups and have a balance of opinions at each table.
- In preparing for the workshops, understand any complaints about the project street beforehand in order to respond with a Living Streets solution. Create solutions from the complaints.

- Label this policy as a traffic calming and street beautification initiative rather than undefined term such as Bike Boulevard or Living Streets. This allows focus on the benefits, and prevents a target for opponents.
- The most significant opposition to Living Streets stems from confusion about traffic congestion. When proposing a Living Street project, designers and staff should be well prepared with statistics from other projects and other cities that prove that congestion does not become an issue. Ryan suggests steering the conversation away from congestion and to the life style benefits of Living Streets.
- Ryan has found that it is essential for city leadership to stand behind the plan. Staff must be fully supported in the process of implementing Living streets, and not be put in the middle of disputes between neighborhood factions.
- It will be important to provide Living Streets training for city staff.

Lessons Learned in Creating the North St. Paul, MN Living Streets Policy and Plan

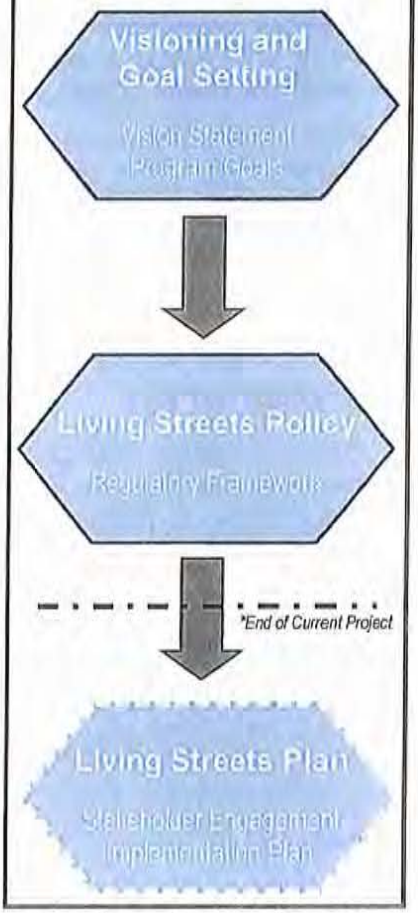
(Barr Engineering Staff)

- Gather feedback about Living Streets concepts from residents prior to targeting specific neighborhood projects. Then, implement Living Street projects in areas where demographics or questionnaire feedback shows support. If there are residents who have a history of opposing proposed actions by the City, they are likely to oppose a new effort as well.
- During the N. St. Paul community engagement process, public opinions showed correlations with demographics. Much support was seen from younger families, new to the area, some with children. Much dissent was received from older, senior residents who have resided in the neighborhood for a long time.
- Every street and neighborhood is unique. The street reconstruction elements favored by residents are likely to vary. The complexity of design on different street types (state-aid vs. locally funded) will vary. Implementation should be flexible to accommodate the needs of each unique street segment.
- A useful strategy may be to not name the effort "Living Streets", but to simply make changes to street reconstructions policies, design process and focus on safe routes to school. In North St. Paul the term became a target for residents opposed to the project. Reconstructing streets using Living Street design elements under the usual capital-improvement process may prove to be a good strategy.
- In North St. Paul and Maplewood, it was vital to have a design process framework for the Ramsey-Washington Metro Watershed District to cooperate w/ the City Engineer(s). This cooperative effort facilitated design development and feedback exchange at key phases of concept and final design. The District and City worked together to develop design templates and final designs that addressed their various goals and the goals of other stakeholders. Developing a design process in Edina that engages various stakeholders early in the design process and throughout design and construction is recommended.

4.0 Living Streets Development Framework

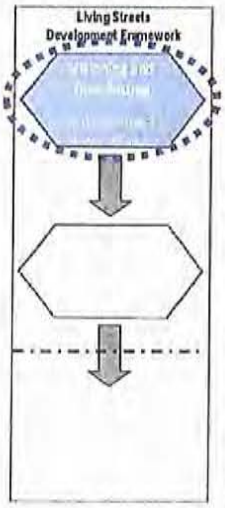
In order to implement an effective living streets program in Edina, the city should develop a Living Streets Policy and Plan, which includes a clearly stated vision statement and goals, a set of supporting policies, and a process or plan for implementation. This development framework is illustrated in Figure 1. This document presents a draft living streets vision and a policy template developed based on the initial stakeholder engagement workshop described below. These represent the first two steps in the development framework. The third step, which includes a detailed plan for implementation of Living Streets in Edina, will be developed as part of a future effort.

Figure 1: Living Streets Development Framework



A Living Streets Policy will provide the regulatory framework for living streets and a Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates. The purpose of this framework is to facilitate discussion in order to move the City toward adoption of an Edina Living Streets Vision and the development and implementation of a Living Streets Plan. This material should be continually updated and refined as the living streets implementation process moves forward.

Visioning and Goal Setting



In March of 2012 the City of Edina hosted a two part Living Streets Workshop, facilitated by a nationally recognized living streets expert (refer to Attachment 2 for a summary). The purpose was to introduce participants to the living streets concept and to initiate the process of developing a Living Streets Policy in Edina. A key result of this effort was the engagement of stakeholders in the visioning, goal setting, and policy making process. The results and proceedings from this workshop served as the basis for the development of the vision and policy framework presented below.

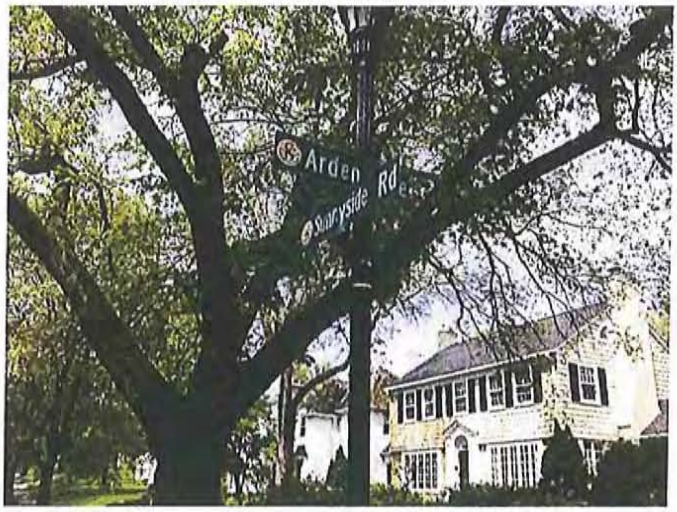
Living Streets Vision

The purpose of the vision statement is to set the philosophical framework for living streets in Edina. It should answer the question *"why implement living streets?"*, creating a picture or vision of the community which Edina residents are striving toward. As part of the Living Streets workshop, attendees participated in a visioning exercise in which they were asked "What will be the vision behind a new living streets policy? (refer to Attachment 2)" Based on this visioning session a series of common themes emerged. These themes paint the vision for living streets in Edina.

Participants envisioned Edina as a place...

... where all modes of transportation are equally accessible

... with a cohesive community identity



... where families regularly choose walking or bicycling instead of driving

... where biking and walking are not only safe and convenient, but also enjoyable

... where people choose physical activity for enjoyment

... where public policy strives to promote sustainability through balanced infrastructure investment decisions.

... where the streets are a place you want to sit.

... where environmental stewardship and reduced energy consumption are pursued in the public and private sectors alike.

Based on the themes described above, the Edina Living Streets Committee developed the following draft vision statement for stakeholder consideration.

Draft Edina Living Streets Vision Statement

> *Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

The purpose of this draft statement is to facilitate discussion in order to move the City toward an approved Edina Living Streets Vision. This vision statement should be continually updated and refined as the living streets study process moves forward.

Living Streets Goals

In order to develop a policy which moves the city toward its vision for living streets, it is important to clearly articulate the goals and priorities of the living streets program. Goals should answer the question "*what will living streets look like?*", stating the broad, overriding outcomes the city wants to achieve. Typical goals for implementing living streets are listed below:[1]

- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce stormwater runoff and capture/treat pollutants for improved watershed health
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Maintain and improve the urban forest

With these goals presented as a basis, participants of the Edina Living Streets Workshop developed the following priorities for living streets in Edina:

Living Street Priorities

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Further, the following were identified as additional goals or attributes for the Edina Living Streets System:

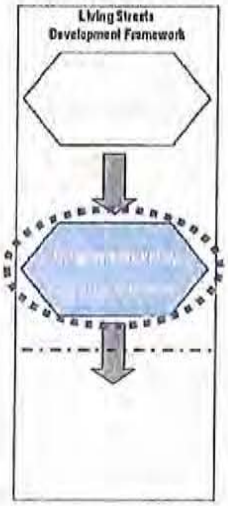
Secondary Goals

- Foster income equity
- Pedestrian-oriented design
- Connect people, not just places

[1] Los Angeles County. Model Design Manual for Living Streets. 2011.

- Foster active lifestyles
- Be inviting
- Support commerce
- Be sustainable

Living Streets Policy Development



The intent of a living streets policy is to provide policy direction in support of implementing the city's living street vision and goals. A livings streets policy should answer the question "*how will we achieve living streets*?" It should be broad enough to cover all aspects of the transportation system and should contain sufficient detail to guide the design process in support of living streets principles. The policy should not prescribe how to design every segment of every street; rather, it should clearly define what the city wants to accomplish with its streets and refer to specific design guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, design templates, etc.).

Los Angeles County has developed a living streets policy model based on the 10 policy elements for complete streets established by the *National Complete Streets Coalition*, updated to incorporate living streets principles.[1] Any agency may adopt all or part of the Los Angeles model as is, or modify the model based on community goals, provided the Los Angeles Count Design Manual is acknowledged and credited as appropriate.

The following is a draft Edina Living Streets Policy framework, which was developed using the Los Angeles County model described above as a template, and updated to reflect the values of Edina. This framework includes a range of policy elements and statements intended to provide comprehensive policy level support for living streets. The policy is intended to provide a regulatory framework for living streets and not a plan for implementation.

The draft policy framework should be reviewed and refined by the Edina Living Streets Committee throughout the living streets process, based on comprehensive stakeholder engagement and continuous public outreach. Once the Edina Living Streets Policy has been finalized, the Living Streets Committee should present the policy to the full Edina Transportation Committee for final approval and recommendation to the City Council. Once a final policy is drafted and approved, the policy can be enacted by the City through a living streets ordinance or resolution enacting the policy.

Draft Edina Living Streets Policy

Vision Statement – *Why?*

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Goals (based on Edina Living Streets Workshop – March 2012) – *What?*

The goal of the Edina Living Streets Policy is to ensure the following:

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Policy Elements (guided by Los Angeles Co. model) – *How?*

Living Street Element	*Policy Statements*
Vision	The City will develop policies and practices that cause its transportation system to be designed in accordance with the Living Streets Vision and Goals described above.
All Users and All Modes	The City will incorporate the full range of appropriate living streets elements in accordance with its Living Streets Policy and Plan when planning for and designing the local transportation network and in regulatory approvals for private developments, such as conditional uses and PUD. The City will plan, design, and build high quality transportation facilities that prioritize the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.
Connectivity	The City will strive to enhance community cohesion by connecting places. This will include design, operation, and maintenance of a transportation system that provides a highly connected network of streets, paths, and trails. The street network will accommodate all modes of travel. The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and to adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit. The City will prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses. The City will require large, new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.
Jurisdiction	The City will seek to implement livings streets on all streets within Edina. The roadway network in Edina generally comprises state, county, and local routes. Policies and legislation supporting living streets implementation on state and county routes are in place. The State of Minnesota has passed legislation in support of complete streets on state routes and MnDOT is in the process of developing a Complete Streets Policy. Hennepin County has enacted a policy supporting complete streets implementation on County routes. While there are differences, Edina's living streets vision and the state and county complete streets efforts are complementary. The Edina Living Streets Policy applies to all roads within the City's jurisdiction (local, collector, and arterial).

	The City will require all developers to obtain and comply with the standards and procedures of the Edina Living Streets Policy and Plan. The City will actively seek to coordinate its Living Streets Policy and Plan with partner agencies, in order to influence decisions on roads outside of its jurisdiction (i.e., MnDOT and Hennepin County). This will include providing a copy of the Edina Living Streets Policy to partner agencies, and seeking their input throughout the Living Streets Plan development process. At a minimum, this outreach to partner agencies will include MnDOT, Hennepin County, the Metropolitan Council, and the Minnehaha Creek and Nine Mile Creek Watershed Districts.
Phases	As living streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, the City will apply the living streets policy document to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use. Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a roadway construction project, in order to ensure multimodal connectivity and continuity. The City will draw on all sources of transportation funding to implement living streets and actively pursue new funding sources as available.
Exceptions	Living streets implementation will be a required component of ALL street construction, reconstruction, repaving, rehabilitation, and maintenance projects. Exceptions to the guidelines set forth in the Edina Living Streets policy may be made, based on professional judgment. The City will develop an Living Streets exception request process to set the conditions by which a project could be exempted from part of all of the Edina Living Streets Policy
Design	The City will adopt new living streets design guidelines and procedures to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs. The City will undertake a planning effort to define this process. The City will incorporate living street design principles of into all city plans, manuals, rules, regulations, and programs as appropriate, in accordance with the Living Streets Policy and Plan. As new and better practices evolve, these will be incorporate those as well. The City will provide well-designed pedestrian accommodations in the form

	of sidewalks or shared-use pathways on all arterial and collector streets and on local streets. The City will provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate. The City will provide bicycle accommodations along all avenues, boulevards, and connector streets. Bicycle accommodations could include but are not limited to bike lanes, trails, or other improvements. The City will keep street pavement widths to the minimum necessary. The City will allocate right-of-way for boulevards, plant trees, and treat stormwater associated with right-of-way harcover, including trails, transit, and pedestrian facilities as well as streets, whenever a street is constructed, reconstructed, or relocated where physical conditions warrant. The City will prioritize right-of-way space allocation for access and mobility (all modes) improvements and include on-street residential parking only when it is not in conflict with access and mobility (all modes) and achieving other living streets goals, such as managing stormwater runoff.
Context Sensitivity	The City will seek input from local stakeholders when designing their streets with input from local stakeholders. Street design will enhance the character of neighborhoods and be in keeping with existing land uses. When designing streets, the City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines. The City will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting. The City will coordinate with merchants along commercial corridors to develop vibrant retail districts. The City will inventory building and zoning codes to bring into agreement with Living Streets principals and minimum design guidelines as established by the Living Streets Policy and Plan. The City will develop a Living Streets Plan which includes a palette of design templates for street types and minimum design guidelines, from which developers can choose.
Implementation	The City will develop, adopt, and apply a Living Streets Plan for the implementation of living streets in Edina. At a minimum, the plan should include the development of street typologies based functional classification,

	multimodal traffic volumes, and land use, which are correlated to a design "toolbox." The City will incorporate living streets concepts into the next circulation element of their general plans (i.e., Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.). The City will update its storm management plan to include living streets principles which aim to capture streetwater runoff on site. The City will create an urban forest management plan to protect and expand the existing urban tree canopy. The City will review, modify, update, and delete out-dated policies included but not limited to the Assessment Policy and the City Code. The City will prioritize CIP-prioritize by mode; based on the Living Streets Policy and addressing safety, access, and convenience. The City will actively engage stakeholders in the street planning and design process, including property owners, residents, and other users of the transportation system. At a minimum, engagement efforts will entail extensive education campaigns, design input, public meetings, and other forms of on-going communication. The City will actively seek out and pursue funding and grant opportunities to implement the Living Streets Policy and Plan.
Operations	The City will update right-of-way maintenance standards and practices to support living streets. As an example, on-street bicycle lanes may require more upkeep (i.e., cleaning/debris removal, striping, etc.). The City will update its traffic enforcement practices to support living streets, such as citations for speed limit violations. Every city agency, including public works, planning, maintenance, and others will follow the Edina Living Streets Policy and will conduct ongoing coordination in support of living streets operations. The City will conduct on-going public engagement in order to provide public education on safe and efficient street operations and multimodal considerations. This could include targeted stakeholder education meetings (i.e., senior living facilities) a page on the city website and a living streets component at regularly scheduled public meetings and open houses.

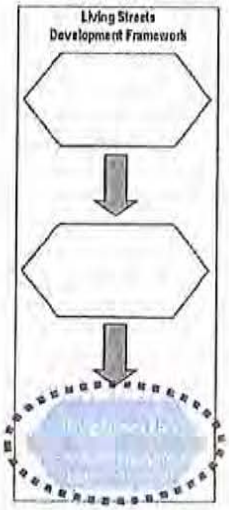
5.0 Next Steps

The purpose of the living streets vision and goals, and policy framework presented herein is to facilitate stakeholder dialog in an effort to move toward the development and adoption of an Edina Living Streets Policy and a Living Streets Plan. The Living Streets Policy will provide the regulatory framework for living streets and the Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates.

Living Streets Policy

The next step in this process is the continued refinement of the Living Streets Policy Framework based on stakeholder engagement efforts. The purpose of the next stakeholder engagement efforts should be to present and seek input on the Living Street Vision and Goals and Policy Framework, in order to build stakeholder support for the Living Streets Policy. The policy should be a dynamic document (i.e., continuously revised, modified, and updated), which clearly articulates and supports the city's vision and goals for living streets in Edina.

Living Streets Plan



Presented above are a draft living streets vision and a policy template, which represent the first two steps in the living streets development framework. The third step includes the development of a detailed plan for implementation of Living Streets in Edina. After completion of a Living Streets Policy, the city should undertake a planning process which includes robust stakeholder engagement, identification of priority streets, and areas (neighborhoods/districts) for the implementation of living streets policies. The plan should include the development of an implementation process which includes design guidance. The implementation process should not prescribe how to design every segment of every street; rather, after clearly defining what a community wants to accomplish with its streets, designers can apply this framework along with the specific guidance developed as part of the planning process (i.e., prioritization, checklists, etc.), to meet the community's goals. A key element of the implementation process is the identification of the desired modal balance for each element of the project. This process should recognize that the needs of all roadway segments and corridors within a project are not the same and improvements should be designed to provide the level of functionality needed for each mode, given the context of a project. For example, the bicycle accommodation needs of a high speed urban arterial road would not be the same as a residential street. The plan should also include an examination of how aboveground stormwater management can be accommodated within the right-of-way of varying street types. Living streets harvest stormwater to recharge groundwater and water street trees. Accomplishing this in narrow right-of-ways requires forethought. In addition, urban forest expansion into the right-of-way should be addressed in the plan.

At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design "toolbox." This should include an implementation process or check-list which is followed when a street project is initiated. The Edina Living Streets Committee developed the following as an example. The process would identify the functional classification and traffic volumes, such as:

- Low volume local – under 300 vehicles per day (vpd)
- Local – 300-1000 vpd
- Higher volume Local – over 1000 vpd
- Minor collector – under 3000 vpd
- Collector – 3000-6000 vpd

- Major collector – over 6000 vpd

The process should also include considerations for land use and other relevant issues, such as:

- Business segment – that part of a street adjacent to and within a set distance from a business district
- School segment – that part of a street adjacent to and within a set distance from a public or private K-12 school or public community center
- Park segment – that part of a street adjacent to and within a set distance from a public park or regional trail
- Flagged – streets or segments of streets for which a problem has been identified, such as speeding.

In this example, a project on Elm Street might have the following considerations:

> *Elm Street has 1300 vpd. The segment of Elm between 42nd Street and 44th Street is adjacent to the school. The school segment runs from 41st Street to 45th Street. A speeding issue has been noted on the 3900 block.*
>
> *Classification: Higher volume local with school segment, flagged for speeding and volume.*

This process would allow streets to be classified and correlated to an appropriate set of design tools, given the context of the street. The intent of this process is not to develop street typologies with strict design standards, but rather to facilitate an informed decision making process which will meet the needs of users while achieving the City's Living Streets goals.

Two example design Templates are included as Attachment 3. An example work plan, budget, and schedule for the proposed Living Streets Planning process are included as Attachment 4.

Attachment 1: Living Streets Background Document

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

1) Reduce crash rates and severity of crashes;
2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
3) Encourage mode shift to non-motorized transportation and transit;
4) Reduce air and water pollution and reduce noise impacts;
5) Increase transportation network connectivity;
6) Maximize the efficient use of existing facilities;
7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
8) Safely integrate intermodal connections across the transportation network; and
9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

#11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
#12. Mobility Options (walking/biking, Safe Routes to School, etc.);
#16. Urban Forest;
#17. Efficient Stormwater Management;
#18. Green Infrastructure (porous pavement, swales, etc.); and
#19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
7. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets[1]

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

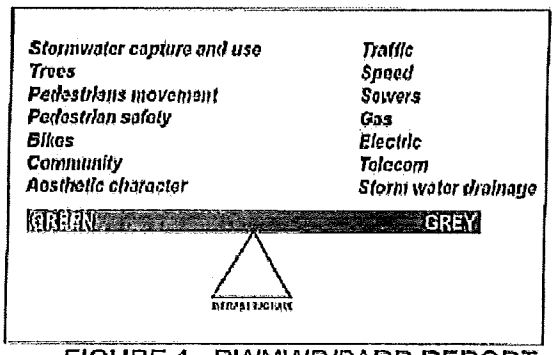


FIGURE 1 - RWMWD/BARR REPORT

A Living Streets policy should:

1 Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Aichinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
2) Implement traffic calming measures through the use of techniques best suited for site conditions.
3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

FIGURE 2 - RWMWD/BARR REPORT

FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

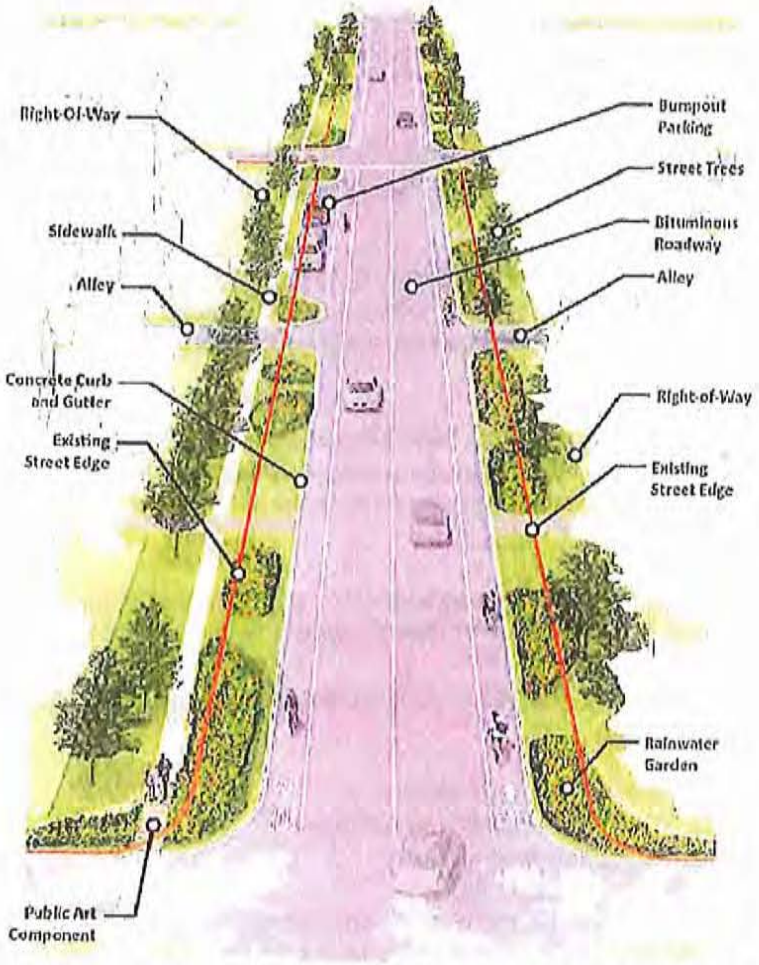


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

1) Sample Resolution
2) Excerpts from 2008 Comprehensive Plan

DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving stormwater quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest

THEREFORE, BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (p. 4-21)
6. Increase mixed use development where supported *by adequate infrastructure to minimize traffic congestion, support transit,* and diversity tax base (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is* contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, *promotes community identify and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

> *There is a fundamental link between land use planning and transportation planning. The transportations system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)*

Land Use Policies—

3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated *to ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency* and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building. (p. 4-34)

Staging Development: Small Area Plans—

These Small Area Plans may include planning principles such as:

1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
3) *Smaller parking footprints*
4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—
A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*
Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.
Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc)* (p. 4-47).

Implementation—
Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include at tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

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 transportations 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 the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips ad 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 provisions 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 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* (p. 7-38-39).

Policies
Roadway Design:
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.
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets,* decorative street lighting, and monuments.
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population* (p. 7-39-40).

Parking:
2. Continue to limit on-street parking in and near congested commercial 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 drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and sue of designed 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.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation* (7-43-44)

Comprehensive Bicycle Transportation Plan—

Vision:
The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles
The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of actives living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option In Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management
Goals:
4. *Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness* (9-21)
Policies:
5. *Create a program for maintaining trees throughout the City, and replacing them as necessary* (p. 9-22).

Walking and Biking Trails Pathways Plan
Policies:
2. *Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan* for the Cit of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, *as well as to identify the most appropriate routes for links to regional systems,* as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air
4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health
Goals and Policies:
1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
- Mobilize community partnerships and action to identify and solve health problems
- *Develop policies and plans that support individual and community health efforts*

2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

   Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity,* nutrition, and *weight management.* A strategy for reducing these behavioral risk factors is:

   - *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

   - Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

   - Fostering healthful behaviors such as good nutrition, *physical exercise,* medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

Attachment 2: Edina Living Streets Policy Development Workshop

REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To:	Edina Transportation Commission	Agenda Item No.: **VI.E.**
From:	Wayne D. Houle, PE City Engineer	**ACTION:**
Date:	March 15, 2012	☐ **Recommendation/Motion** ☐ **Discussion**
Subject:	Living Streets Workshop Recap	☒ **Information**

Info/Background:
This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:
- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety "free range kid" environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
  - Comprehensive plan, transportation chapter
  - Ordinances
  - CIP
  - Bike plan
  - Assessment policy
  - Green step cities
  - MN DOT standards
  - Local standards
- What is the process used to make decisions now?
  - Start with a study
  - Each street has a different process
  - Notices in advance, neighborhood notices
  - Trans Commission and to council
- What in this process is keeping you from creating living streets?
  - Design charettes
  - Public education campaign citywide
  - Walking tour
  - Development process preceding design
  - Vision exercise
  - Baseline policy and informing people
  - Using exceptions to guidelines
  - Identifying stakeholder

3/8/123/8/12

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
  - Safe access for all users
  - Streets will vary in character (context sensitive)
  - Transportation network will enhance neighborhoods
  - Will incorporate green management
- Additional attributes:
  - Foster income equity
  - Pedestrian-oriented design
  - Connect people, not just places
  - Foster active lifestyles
  - Be inviting places
  - Support healthy commerce
  - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative "problems." Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations, retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency's jurisdiction?

All roads within the city's jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city's control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

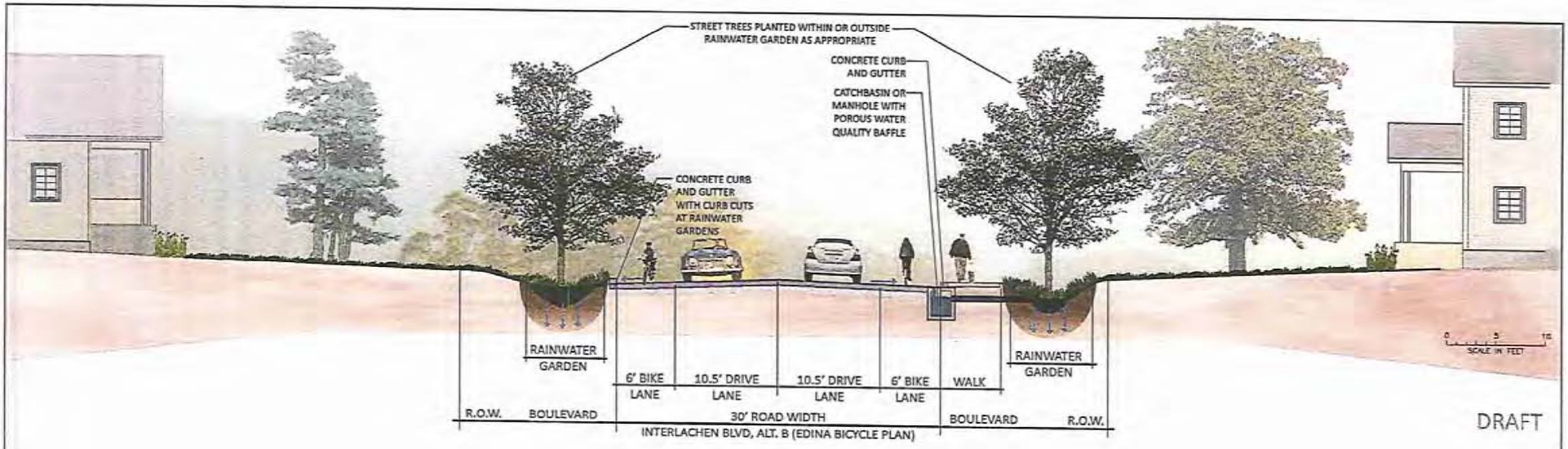
9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

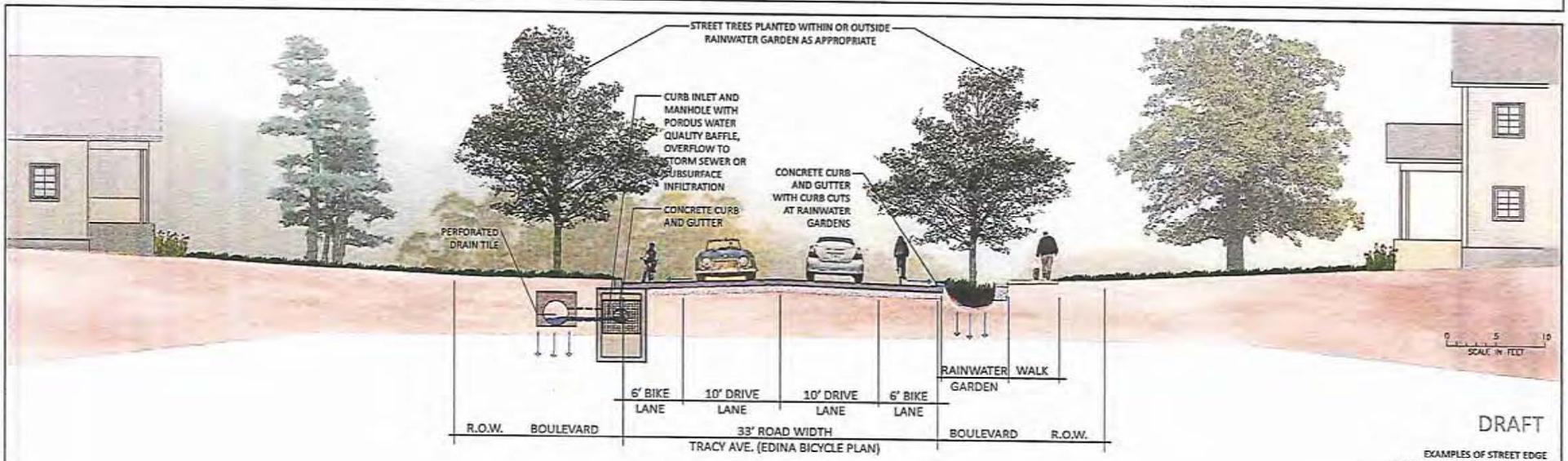
10. What implementation steps will be mentioned in the policy?

- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

Attachment 3: Example Living Streets Implementation Templates

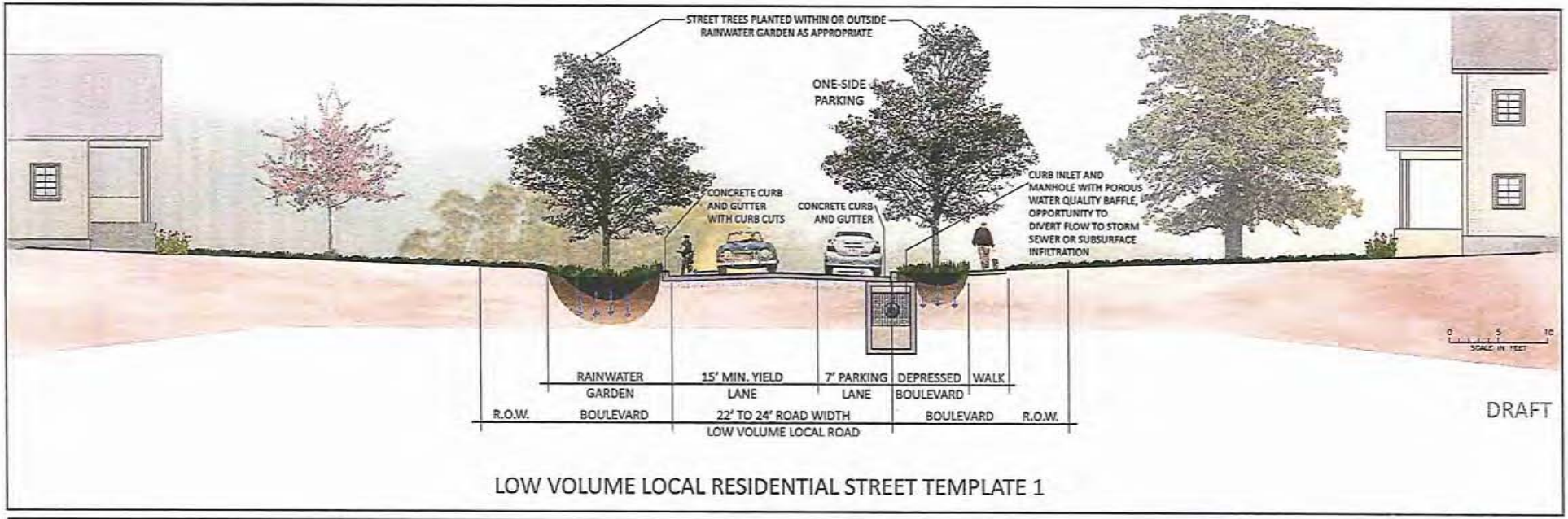


COLLECTOR STREET TEMPLATE 1

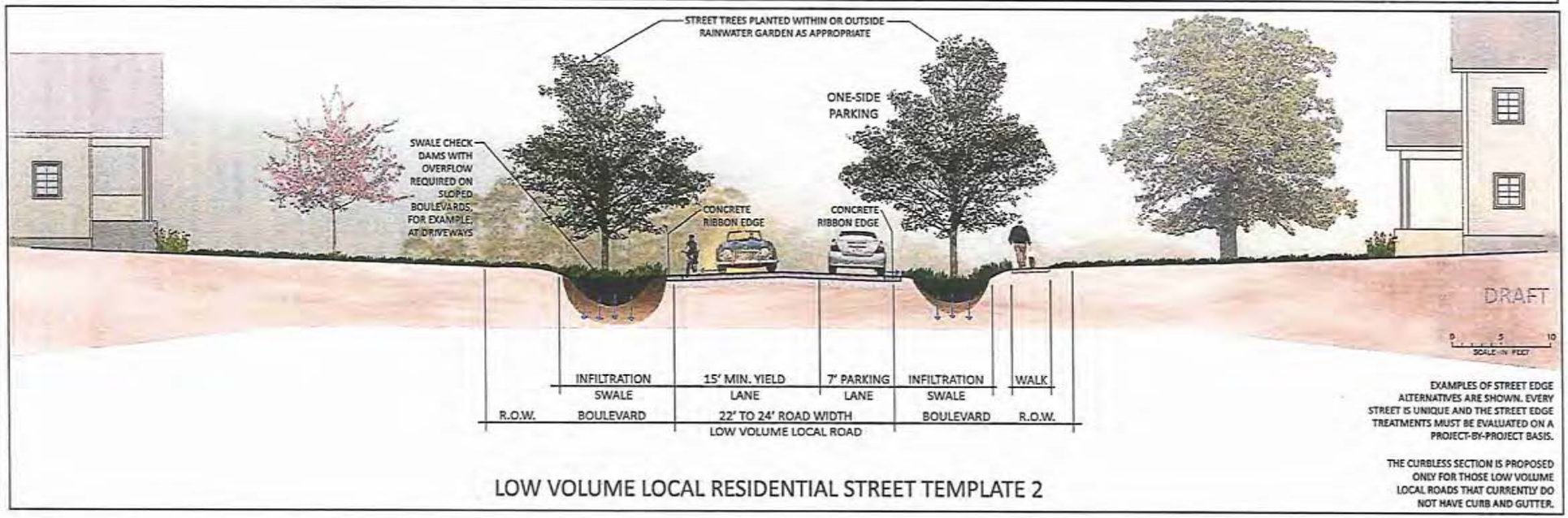


COLLECTOR STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 1



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.

THE CURBLESS SECTION IS PROPOSED ONLY FOR THOSE LOW VOLUME LOCAL ROADS THAT CURRENTLY DO NOT HAVE CURB AND GUTTER.

Attachment 4: Proposed Edina Living Streets Planning Process

HRGreen

BARR

Edina Living Streets Project – Phase 2
Proposed Work Planning Process Work Plan

As part of Phase 2 of the Edina Living Streets Project, HR Green and Barr Engineering will complete a process resulting in the development of a comprehensive Living Streets Plan for the City of Edina. As described in the Edina Livings Streets policy Technical Memorandum developed as part of Phase 1, our multi-tiered approach will focus on understanding the range of users, modes, routes, and destinations within the city, as well as environmental considerations such as stormwater management. Our unique stakeholder oriented process will result in the development of an implementation process which will support the City's Living Street goals.

Task 1: Project Management

The project manager will ensure the delivery of quality products on schedule and on budget, as well as foster a cooperative spirit through strong and continuous communications. Our approach to project management includes weekly staff meetings via conference call with the local project manager and/or the Living Streets Committee chair (as needed), as well as regular Project Management Team (PMT) meetings at critical decision points throughout the study process (see Task 2).

Task 2: Stakeholder Engagement

As ongoing stakeholder engagement is inherent to the success of the Edina Living Streets Plan and implementation of Living Streets in Edina, widespread and ongoing stakeholder engagement is necessary. The study will include a unique approach to public process which follows the same steps as a traditional process, but engages stakeholders differently. The stakeholder engagement process will follow three distinct phases: 1) stakeholder goal-setting, 2) stakeholder development of measures of effectiveness to meet the goals, and 3) stakeholder evaluation of project. The development of goals and measures of effectiveness (phases 1 and 2) will occur as part of the living streets planning process, while the project evaluation (phase 3) would take place as part of the implementation of individual projects and would be used to calibrate the designs to stakeholder expectations. Stakeholder meeting content and format will facilitate stakeholders through the plan development process, leading to the development of a Living Streets Plan calibrated to the unique viewpoint of each modal group and widely supported by stakeholders and users. The following list identifies the key stakeholder groups and public engagement activities proposed:

- Project Management Team (PMT) - The Edina Living Streets Committee formed as part of phase 1 of the Edina Living Streets Project will serve as the Project Management Team (PMT) for the study. The PMT will meet regularly throughout the course of the study to review analysis, guide the overall study process, review input generated by public involvement activities, evaluate deliverables, and approve the Edina Living Streets Plan findings and recommendations. It is anticipated that the PMT will meet at Edina Public Works once per month through the duration of the study.

- Technical Advisory Committee (TAC) – The Technical Advisory Committee (TAC) will be composed of technical staff identified by the PMT. Membership is anticipated to include representatives from various City departments (i.e., public works, community development, etc.), MnDOT, Hennepin County, Three Rivers Park District, local watershed districts, as well as other agency representatives identified by the PMT. The TAC will meet three times at critical study milestones in order to provide technical input on issues and opportunities, review the study proposals and recommendations, and report back to their respective agencies.

- Neighborhood Advisory Committee (NAC) – The Neighborhood Advisory Committee (NAC) will be composed of representatives from key community groups, including residents, local

businesses, community interests, schools, seniors, and members of the PMT. The NAC will meet three times at critical study milestones in order to advise on issues and opportunities, provide input, review the study proposals and recommendations, and report back to their respective groups. NAC meetings will be held at a central location to be determined by the PMT, such as the Edina Community Center.

- Focus Groups – Individual meetings will be held with several important public/private stakeholders, including the business community, public safety (sheriff, police, and other emergency responders), environmental agencies (parks and watershed districts), school district representatives, and utility companies. The purpose of these meetings is to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.

- Edina Transportation Commission – The Edina Transportation Commission will be the policy-making body governing this study and will be responsible for consideration of study recommendations, approving study products, and implementing recommendations. The study team will conduct up to two (2) meetings with the Edina Transportation Commission, one early and one late in the study process.

- Open House Public Meetings – Two public open houses will be help early and late in the process to provide opportunities for the general public to participate in the study process.

- Project Website – A project website (hosted by the City) will be developed and updated periodically throughout the study process (three-updates) in order to inform stakeholders on upcoming public meetings, provide study updates, and advise the public on key study analyses and recommendations.

Task 3: Existing System Assessment

The intent of this task is to develop a comprehensive understanding of the existing roadway system and infrastructure within the City of Edina, in order to guide prioritization of future investments. The study team will study all relevant documents and materials including the Edina Comprehensive Bicycle Transportation Plan (2007), Edina Comprehensive Plan (2008), and the Edina Comprehensive Water Resources Management Plan Update (2009). This information will be supplemented with additional data (as available), including the following: vehicle, pedestrian, and bicycle traffic volumes; existing and proposed roadways, trails, and sidewalks; existing and proposed transit routes and boardings and alightings data; pedestrian, bicycle, and transit system plans; community comprehensive and land use plans; and local development/redevelopment plans.

This task initiates the stakeholder engagement process, including meetings with the PMT, TAC, NAC, and the general public. The information collected will be vetted and expanded through ongoing stakeholder engagement, leading to a comprehensive understanding of the existing infrastructure system by mode. This task will result in the mapping of the key corridors and the identification of existing gaps, barriers, and opportunities from multiple modal perspectives. As an example, from a pedestrian perspective the creation of an enhanced pedestrian corridor along France Avenue between the 70th Street and 66th Street would provide an opportunity to overcome the barrier created by France Avenue and the cross streets within the area. From a bicyclist perspective on the same corridor, there is a need to provide enhanced connections to the wider city and regional bicycle networks, such as the Edina Promenade and the proposed regional trail along 76th Street. From a modal perspective, project termini will vary (i.e., four blocks for a sidewalk and 0.5 miles for the bike trail).

Task 4: Identification of Street Typologies

The Living Streets Plan must seek to balance the need to move traffic, encourage non-motorized transportation, accommodate differences in neighborhood character, support land use type (residential, commercial, industrial), capture and treat stormwater, expand the urban forest. To balance these

sometimes competing objectives it is important to understand the characteristics of the Edina street system. The information developed in Task 3 will be used to identify a range of street typologies within the city, based on common characteristics (i.e., traffic volumes, importance to the pedestrian and bicycle networks, land use, etc.). These street typologies will include categories for both roadway segment and intersection treatments. This process will expand upon the existing functional classification of the city's streets based on land use and context (i.e., commercial areas, schools, parks, etc.). The resulting street typologies will be used to guide the design of improvements.

Task 5: Design Guidance

The Edina Living Streets Plan will include a range of design guidelines and tools correlated to the Street Typologies described in Task 4. This task will include the development of a toolbox of best practices for pedestrian/bicycle facility improvements, stormwater management techniques, and active living practices, as well as illustrative design templates for the most common street typologies (assumes up to 12 templates). This design guidance will be used to inform the project evaluation process (see Task 6) and is intended to supplement and guide standing practices related to City of Edina streets.

The living streets toolbox and templates are intended to provide design guidance and should be implemented in a flexible manner with specific design elements developed on a project-by-project basis. The goal of this design guidance is to encourage non-motorized transportation, achieve impervious surface reduction and stormwater treatment in the right-of-way, and to create less resource consumptive streets that serve the people of Edina.

Task 6: Project Evaluation Process

The Edina Livings Streets Vision sets the stage for a holistic re-invention of the City's street system. In order to implement this vision, the appropriate modal balance and functionality of each street must be evaluated prior to design of the project. In order to facilitate this understanding, the Edina Living Streets Plan will establish a unique project evaluation process. Using the street typologies (Task 4) and design guidance (Task 5) as a starting point, a process to evaluate the context, modal balance, and functionality of each project will be developed.

This checklist style approach generally begins with defining the real problem (i.e., problem statement) being addressed in a given project and understanding the varying characteristics of the project area in terms of roadway segments and intersections. Targeted technical analysis is completed to build this understanding. Included are traditional traffic analyses such as highway level of service (LOS) and safety evaluation, as well as an additional level of analyses to define modal priorities such as multimodal LOS calculations, off-peak analysis, multimodal safety review, and modal travel shed delineation.

A functional analysis is then completed to understand modal priorities and site specific issues such as land use and environmental considerations. This evaluation will allow the project to be calibrated to the unique context of a given location, rather than simply applying traditional design standards. As an example, both France Avenue and Vernon Avenue are functionally classified as A-Minor Arterial routes. As France Avenue provides vehicle access to region retail and job centers, its modal priorities would be very different than Vernon Avenue which serves neighborhood commercial and single family residential uses. Determining the appropriate modal emphasis will allow a project to be designed with the appropriate range of users in mind.

A check list of other contextual considerations will be developed to further refine the project problem statement. Considerations such as jurisdiction, land use, overlapping initiatives (i.e., is the project identified in the Bike or Safe Routes to School Plan?), and stormwater concerns should also be explored in an effort to identify project synergies or "win-win" situations. .

This process will culminate in the selection of design elements based on common street typologies (Task 4) and design guidance (Task 5), but also calibrated to the individual project site based on stakeholder expectations, jurisdictional requirements, modal balance, and the functionality. This task will result in the development of a work flow process and a series of checklists to guide project implementation.

Task 7: Final Report

By starting with the end product in mind, the project team will shape the final report throughout the study process. The final report is anticipated to include the following elements:

- Introduction and background
- Existing systems inventory
- Street typologies
- Design guidance
- Project evaluation
- Identification and prioritization of projects

Appendix B

2011 Open House Meeting Letter and Presentation

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Normandale Neighborhood Roadway and Utility Improvements

September 9, 2011

RE: 2013 Roadway and Utility Improvements

Dear Resident:

The City of Edina has initiated the process of roadway and utility improvements for the summer of 2013 for your neighborhood. The first step is to have an open house to familiarize you with the City's process for street reconstruction.

You are invited to attend an open house on Thursday, September 22, 7:00 p.m. at the Public Works and Park Maintenance Facility, located at 7450 Metro Boulevard. The meeting will consist of a short presentation starting at 7:15 p.m. with question and answer to follow. The presentation will cover topics such as "How are streets selected for reconstruction; Who funds the project; Special assessment; What can I expect during construction; How can I stay informed." Please keep in mind that this meeting will not cover project specific details, that meeting will come at a later time.

The exact amount that you will be assessed for this project will not be available in time for the open house; however, based on past projects, you can expect the amount to be between $6,000 to $9,000.

To better communicate the overall happenings of the project, the City has introduced the City Extra e-mail notification service. This service is free and allows individuals to sign up to receive e-mail messages from the City on a variety of topics. To sign up for the service go to the City Extra website at http://cityextra.cityofedina.com and place a check mark in the box next to your neighborhood project name (**Normandale**). Please contact the City at 952-927-8861 if you are having trouble signing up for City Extra.

If you cannot attend the open house and have questions on the process please contact either Assistant City Engineer Jack Sullivan at 952-826-0445 or email at jsullivan@ci.edina.mn.us or Project Manager Jamie Cynor at 952-826-0440 or email jcynor@ci.edina.mn.us.

Sincerely,

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

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\PAVEMENT MGMT\N'hood Recon Program\2012 And 2013 Street Recon\2013\Normandale\2013 Open House Letter Normandale.Doc

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OPEN HOUSE

for

2013 Neighborhood Roadway Improvements

9/22/2012

WHY ARE WE HERE?

- For Engineering staff to communicate to residents the reconstruction process directed by Council
- Staff is not here to debate the process but rather to educate and to gather input from residents
- Council determines if a street reconstruction project proceeds

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

TYPICAL TIMELINE

FROM FIRST NOTIFICATION TO END OF CONSTRUCTION

April	Kick-off informational letter to residents
May	Open House (for preceding two years)
July / August	Neighborhood Informational Meeting – draft project plans and estimated costs are provided
December / January	Feasibility Report and Public Hearing
January / February / March	Plan Preparation / Bidding
April / May	Construction Begins
October / November	Construction Complete
Following Spring	Warranty Work
Following Summer / Fall	Final Assessment Hearing

PROCESS FROM START TO END

AGENDA – change background to new style??

Introductions

Road Reconstruction Video

Presentation

1. Process
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Questions

FUNDING

Special Assessment pays 100% of the following (approximately $x,000 to $xx,000 per Residential Equivalent Unit (REU):

- Roadway – replacing entire roadbed
- Sidewalks
- Decorative Streetlights (optional)
- Traffic Management (optional)

FUNDING

The **Utility Fund** which covers sanitary sewer, storm sewer and watermain pays 100% of the following:

- Curb & Gutter (will be added or may be replaced)
- Sanitary Sewer – trunk pipe only within the roadway
- Storm Sewer – trunk pipe within roadway and within easements on private property
- Watermain – trunk pipe in roadway up to the curb stop of private property
- Sump Pump Pipe – for residents to connect sump pumps

AGENDA

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Road Reconstruction Video

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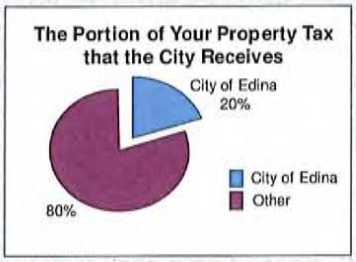
6. What can I do to prepare for the project?

Questions

WHAT DO YOUR TAXES PAY FOR?



Allocation

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

SPECIAL ASSESSMENTS – PAYMENT OPTIONS

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
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Questions

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-offs 24-hrs in advance.

HOW CAN YOU GIVE INPUT AND STAY INFORMED?

- www.EdinaMN.gov
  Visit our website regularly. Information from open houses and other communications are archived on our website.
- edinamail@EdinaMN.gov
  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

RESIDENT QUESTIONNAIRE

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

- Sump Pump Discharge Service Line – do you have one and the location?
- Residential Roadway Lighting – do you want decorative street lights, style and pole location?
- Pedestrian Issues – what are the issues and do you favor sidewalks?
- Private Underground Utilities – do you have underground lawn irrigation and pet containment?
- Local Drainage Problems – have you noticed drainage issues in the neighborhood?

AGENDA

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Questions

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- That the City will keep you informed of activities
- Private utility companies updating their systems prior to City's contractor
- Dusty, noisy, muddy (watering trucks will help to keep dust down)
- May be asked to limit water use

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- Irrigation system and pet containment may be damaged. The irrigation system will not be fixed until the end of the project.
- 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.

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

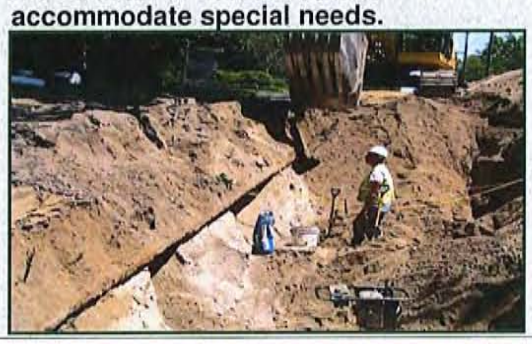
- May be connected to temporary water

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access your driveway for up to seven days

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access the roadway for a few hours. Some days it may not be accessible by vehicle. Contractor will accommodate special needs.



AGENDA

Introductions

Road Reconstruction Video

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1. Process
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6. What can I do to prepare for the project?

Questions

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

THANK YOU

AGENDA

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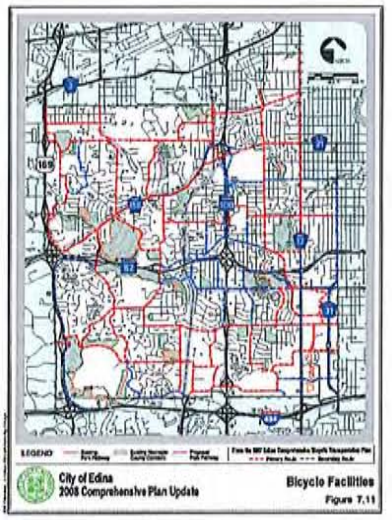
6. What can I do to prepare for the project?

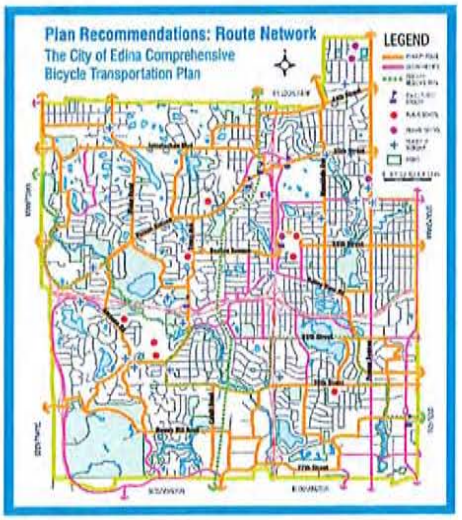
Questions

SIDEWALK FACILITIES

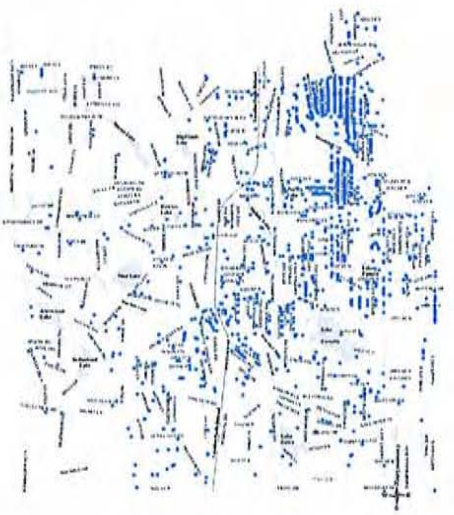
BICYCLE FACILITIES



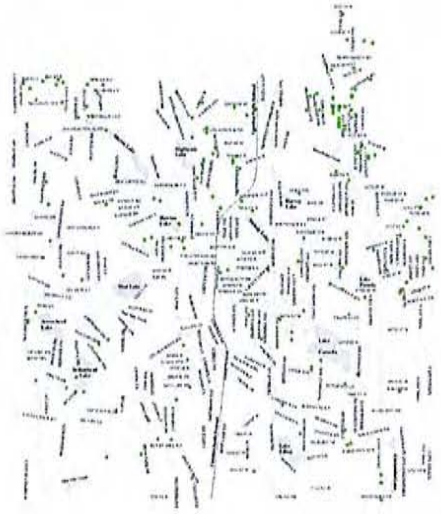
Bike Edina Task Force – Bike Routes



WATERMAIN BREAKS



SEWER BLOCKAGES



Appendix C

Property Owners Questionnaire

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Resident Questionnaire Instructions

2013 Neighborhood Roadway Reconstruction

Thank you for your time. Your responses to the attached questionnaire will help us design your neighborhood's project. Here is background information that will aid you in filling out the questionnaire. Each numeral relates to the corresponding survey question.

I. Drainage Service Connection

A typical sump pump discharges onto a homeowner's lawn. There are several sump pump drainage issues to look for. First, if your lawn drains back to your house, sump pump discharges can cause problems with your lawn, your neighbor's lawn or your basement. If the sump pump discharge runs down the gutter line, it can promote algae growth in the street. Finally, discharging the sump pump into the sanitary sewer system using floor drains or laundry tubs is against the law, both by City Ordinance and State Statute.

To prevent the issues mentioned above, your street reconstruction project could include a City 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. If the topography and final street designs favor a sump drain system, you could connect to it. That is why survey questions I.C. and I.D. ask about your sump pump preferences. Keep in mind that installation of the pipe from your house to the City sump drain system would be your responsibility, including plumbing modifications connection. However, the City sump drain system is funded through the storm sewer utility fund.

II. Local Drainage Problems

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

III. Private Underground Utilities

It is very important that you fill out this section. Some residents install private underground utilities in the roadway right-of-way (the area from the edge of the roadway to your property line). The most common private utilities include lawn irrigation and pet containment systems. Utility and roadway reconstruction can damage these utilities. If they are damaged, they will be restored by the City only if you indicate that you have these systems on your returned questionnaire. Additionally, if the contractor knows the location of these private utilities, crews can attempt to avoid damaging them during construction.

IV. 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 on. Funding for streetlights are currently through special assessment.

In the residential streetlight option section of the questionnaire are examples of the different styles of streetlighting 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.

V. Pedestrian Issues

As part of all reconstruction projects, staff typically asks if residents see a need to add sidewalks in the neighborhood. Funding for sidewalks is split between special assessment, City of Edina and/or Edina Public Schools, depending where the sidewalk is located.

Please note if you know of any pedestrian issues such as a missing segment of sidewalk or an inadequate pedestrian crossing.

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.

VII. Construction Updates (Time Sensitive)

During construction, notifications of time sensitive work (including work that makes driveways inaccessible) is typically provided using door hangers, which are usually placed at your front door. Is there another location that works better for you?

VIII. Email Updates

One of the primary tools for communicating with you during construction is the City Extra email notification service. The City Extra service is free and allows you to sign up to receive email messages from the City regarding this project.

By signing up for City Extra email notification service, you will receive project updates as they occur. The updates will include information such as when access to your driveway might be limited, when your water may be shut off for water main replacement and when to have your contractor repair your irrigation system if it was damaged during construction.

If you do not have email access, please indicate "no" on the questionnaire and we will mail you updates that are sent out via City Extra.

To receive email updates, sign up online at **http://www.edinamn.gov/index.php?section=cityextra_signup**. Enter your email address and a password (new user will need to create a password). Click on **email subscriptions**. Scroll down the page until you see your neighborhood project name **(Normandale Neighborhood Roadway Reconstruction).** Place a check mark in the box next to it. Click the **"update"** button at the bottom right hand corner of the webpage.

Need Help?

If you have any questions about how to fill out the questionnaire, please contact Assistant City Engineer Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Resident Questionnaire

Normandale
Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

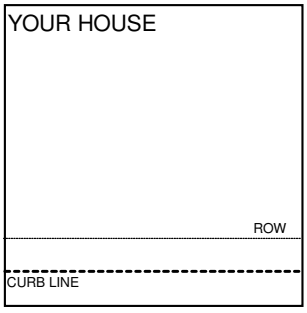
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

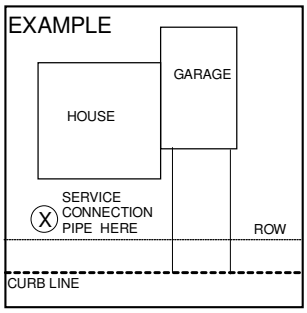
B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

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.





II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

_____

_____

_____

_____

III. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' 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

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to IV. A.

Acorn:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Arlington Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Round Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

C. Please describe 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. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

❒ Front Door ❒ Other

B. If other, please explain.

_____

_____

_____

VIII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by July 30.**

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INTENTIONALLY

Appendix D

Property Owners Questionnaire Results No. 1 and No. 2

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NORMANDALE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:

Last Date Data Entered:

Due Date:

Questionnaires Sent Out: 83

Questionnaires Returned: 52

Percent Returned: 63%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line: Draintile or Footing Drain Yes	Draintile or Footing Drain No	Draintile or Footing Drain Unknown	Has a Sump Pump Yes	Has a Sump Pump No	Has a Sump Pump Unknown	Willing to Connect Yes	Willing to Connect No	Willing to Connect Yes	Willing to Connect No	Drainage: Local Drainage Problems Explain	Private Underground Utilities: Irrigation sys. in Yes	Irrigation sys. in No	Pet containment Yes	Pet containment No	Residential Roadway Lighting Option: Favors Upgrading Yes	Favors Upgrading No	Preferred Styles: Acorn	Coach	Arlington Lantern	Round Lantern	Pedestrian Issues: Sidewalk Yes	Sidewalk No	Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues	Traffic Management Yes	Traffic Management No	If yes, where?	Construction Updates (Time Sensitive) Where: Front Door	Where: Other	Email Updates Access to email Yes	Access to email No
House #	Street Name																																	
6501	Ryan Ave	1		1			1			1		1	The water pools at the end of the cul-de-sac, especially when leaves clog it in the fall.	1			1		1	1	5	3	2		1				1		1			1	
6500	West Shore Dr	1		1			1			1		1	None		1		1		1						1	(Streetlights comment - "No!", sidewalk comment - "No!")	There is a paved walkway across the street in the park that parallels the street. No sidewalk is needed.		1			On the mail box by the front door	1	
6500	Ryan Ave	1		1			1			1		1	None		1		1		1	4	2	2	4	1		Front of house	No sidewalk		1		1		1	
6501	Parnell Ave	1			1		1					1			1		1		1						1				1		1		1	(city extras comment: "but I won't use it")
6400	Parnell Ave	1			1		1				1		None of which I am aware (roof drains - "possibly", irrigation: "I have an irrigation system, I'm not sure if is in the right-of-way")	1			1		1	3	2	5	4		1	N/A	N/A		1	N/A	1		1	
6321	Parnell Ave	1	1				1			1		1	None		1		1		1	1	3	5	5		1				1		1		1	
6509	Sherwood Ave	1			1		1			1		1	Sewers backing up from heavy rains (Storm sewers)	1			1		1	4	2	2	2		1				1		1		1	
6324	Parnell Ave	1	1			1				1		1	None- we live along the southside Hwy #62. Large drain is located just north of fence. Curbs, gutters, and street storm sewers have handled the runoff for over the last 40+ years since they were installed.		1		1		1	2	4	3	5		1				1		1		1	
6325	Parnell Ave	1		1			1			1		1		1			1	1		1	5	4	3		1			1		Exiting our neighborhood onto 66th Street is difficult in AM/PM since 70th street speed was reduced to 25 mph. A stoplight is needed.	1			1		1	
6516	Sherwood Ave	1		1		1				1		1	None. (Sump question comment: "Drains into backyard - no problem")	1			1		1						1		Light traffic people walk and run in the street - no problem		1				1	
6433	Ryan Ave	1		1			1			1		1	Does not exist -water flows to the street, water flows to the east (down hill)		1		1		1	5	1	1	1		1	(lighting comment: "Existing 65th/Ryan light hangs on utility pole is adequate")			1			1	
6433	Sherwood Ave	1		1			1								1		1		1	4	4	1	3		1				1			1	
6325	Ryan Ave	1			1		1					1	Storm sewer on cul-de-sac frequently plugged.		1		1		1	1	3	1	5		1		There is NO pedestrian traffic as there are only 2 houses on each side of this dead-end street.	1		Neighborhood borders Crosstown 62. Traffic is constant and excessively loud. Personal hearing has been affected as a result of perpetual noise.	1			1
6517	Sherwood Ave	1		1			1			1		1	(sump connection comment: "We have a private well")		1		1		1	1	2	4	4		1				1			prefer email, front door if necessary	1	
6424	Parnell Ave	1			1		1						Some water seepage in garage and basement area on back wall next to garage.		1		1		1	1	1	5	4		1		None		1		1		1	
4717	64th St W	1		1			1			1		1	None	1			1								1		None	1		Excessive speed on east bound W 64th St at Parnell intersection. Needs stop sign or speed bump.	1		1	
6526	Parnell Ave	1			1		1			1		1			1		1		1						1				1		1		1	
6412	West Shore Dr	1			1	1							(question marks on connection questions)	1			1		1	1	1	5	1		1			1		Walk run for this and that on weekends		(crossed out whole construction updates section)		
6525	Sherwood Ave	1		1			1			1		1	None. I have a walk out - so drainage is to my backyard and ravine which ends at Parnel		1		1		1						1		No problem - walkers and runners use lightly traveled Sherwood Ave etc.		1		1		1	
6517	Parnell Ave	1	1				1					1	N/A (wrote "in basement?" next to drain tile question)	1			1	1		4	4	2	3		1				1		1		1	
6533	Sherwood Ave	1		1			1			1		1	n/a		1		1	1		5					1		66th is too busy with walking path by lake route to 70th or add barrier along lake/sidewalk	1		too busy too fast on 66th see above	1		1	
6324	West Shore Dr	1	1				1			1		1	None	1			1		1						1				1		1		1	
6432	Parnell Ave	1	1				1						None we are on a hill	1			1		1	3	4	1	3		1				1		1		1	
6332	Parnell Ave	1			1		1			1		1	Sometimes after a really heavy downpour water collects on the street across from my house on Parnell, but it soon is gone, so I do not consider this to be a problem.		1		1		1	2	4	4	2		1		none		1		1			1
6424	Sherwood Ave	1		1			1			1		1	None		1		1		1						1				1		Entrance close to garage		
6425	Ryan Ave	1		1			1			1		1	On my street Ryan no issues between 65th and 64th streets		1	1			1	4	4	2	2		1				1		1		1	
6508	West Shore Dr	1	1				1					1			1		1		1						1				1		1		1	
6409	Parnell Ave	1			1		1					1	NA		1		1		1						1	(crossed off all of the street light pictures)			1			Side door into the garage or front whatever is easiest for you	1	
6512	Ryan Ave	1	1				1					1		1			1	1		1	5	2	2		1				1		1		1	
6333	Ryan Ave	1		1			1					1	None		1		1		1	1	3	4	5		1		None		1		1		1	

NORMANDALE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

ADDRESS		Returned Survey	Sump Pump Discharge Service Line: Draintile or Footing Drain: Yes	Draintile or Footing Drain: No	Draintile or Footing Drain: Unknown	Has a Sump Pump: Yes	Has a Sump Pump: No	Has a Sump Pump: Unknown	Willing to Connect: Yes	Willing to Connect: No	Willing to Connect: Yes	Willing to Connect: No	Drainage: Local Drainage Problems	Drainage: Explain	Private Underground Utilities: Irrigation sys. in: Yes	Irrigation sys. in: No	Pet containment: Yes	Pet containment: No	Residential Roadway Lighting Option: Favors Upgrading: Yes	Favors Upgrading: No	Preferred Styles: Acorn	Preferred Styles: Coach	Preferred Styles: Arlington Lantern	Preferred Styles: Round Lantern	Pedestrian Issues: Sidewalk: Yes	Sidewalk: No	Pedestrian Issues: Construct new sidewalks where?	Pedestrian Issues: Specific Neighborhood Pedestrian Issues	Traffic Management: Yes	Traffic Management: No	Traffic Management: If yes, where?	Construction Updates (Time Sensitive): Where: Front Door	Construction Updates (Time Sensitive): Where: Other	Email Updates: Access to email: Yes	Email Updates: Access to email: No
6509	Ryan Ave	1			1		1					1	The only drainage problem occurs in the fall, late in the season, when leaves are not removed from the curbs in a timely manner. If a rainstorm occurs, the sewers become clogged and huge pools of water develop. The Ryan Ave cul de sac has had this problem.		1		1	1								1	(streetlights comment: "Streetlights are only located one to a corner (intersection). I think we could use more lights in the middle of the blocks. The current design is just fine."	None. Our neighborhood is a low traffic area		1		1		1	
6404	West Shore Dr	1		1			1			1		1	We don't have any problem (sump connection comment: "we don't have one")		1		1		1	1	2	1	1		1		The only issue is when pedestrians walk their dogs and let them run in our yard. The should be kept on the walkway across the street.	1		When closing street for specific walks	1		1	
6501	Sherwood Ave	1		1			1			1		1	Standing water in the street directly across from driveway in areas previously patched/repaired		1		1		1						1					1		1		1	
6432	West Shore Dr	1	1			1			1			1	The only problem we have had is when leaves and debris collect from trees in the park and local residents between 66th and 65th don't clean out the drains. The overflow comes on down the street in those infrequent instances.		1		1	1			5				1			there is already a sidewalk/walking path in the park across the street from out home.		1	several cars are routinely parked on West Shore, right around the corner from 66th and at times, you need to approach that area with caution.	1		1	
6508	Parnell Ave	1	1				1					1	none		1		1		1						1				1		1		1	
6317	Parnell Ave	1		1			1			1		1	None that are known to me.		1		1		1	1	5	1	1		1			1		Would be nice to put up a sound wall along the north side of project along highway 62	1		1	
6409	Parnell Ave	1		1			1						N/A		1		1		1	4	3	2	5		1				1		1		1	
6517*	Ryan Ave	1		1			1			1		1	Please note- heavy storm water flows over curb and drains over lawn and retaining wall. Storm drain in street is easily blocked by waste in street, such as, leaves, seeds, dirt, silt, etc. A dam forms around storm drained. Also, we do have an astroturf front lawn that was professionally installed. The area will need special attention and proper reconstruction.		1		1		1	1	5	2	3		1				1			Garage service door	1	
6516	Parnell Ave	1	1					1		1		1			1		1		1	5	4	2	3		1			1		Left turn on W Shore Dr. and W 66th St.	1		1	
6432	Ryan Ave	1		1			1			1		1			1		1		1	5	4	3	2		1		none		1		1		1	
6500	Parnell Ave	1		1			1					1	Water collects on the street in front of our house during spring thaw and refreezes. Hopefully this project will provide better drainage to nearby storm sewers. (irrigation comment: "(future plan)")		1		1	1		2	5	3	4		1	(street lights comment: "please note: the wire feeding our street light crosses our property outside the utility easement. We ask to have the service buried and/or confined to the easement.			1		1		1	
6416	Parnell Ave	1		1			1			1		1			1		1		1	2	5	3	4		1				1		1		1	
6532	West Shore Dr	1	1			1				1		1			1		1	1		3	3	5	2		1				1		1		1	
6400	Sherwood Ave	1			1			1		1		1			1		1		1	4	3	1	1		1		none		1		1			
6417	Parnell Ave	1			1		1								1		1			1	3	3	5		1				1		1			1
6516	West Shore Dr	1	1				1						In the spring after snowmelt we get standing water on south side between our garage and neighbors garage. In winter, it is often an ice sheet. It collects from surface runoff including neighbors lawns to the west, which are higher.		1		1		1	2	1	4	4		1	(street lights comment: "We have no streetlights and we like it that way. It is better for animals and we are across from a preserve.")	W. Shore Drive has lots of walking/running/biking/baby stroller traffic. It is awkward and dangerous near 66th Street where it curves and cars are turning. Not sure how to solve, but would be good to have better way to access beach and path 1/2 block north of 66th St. Especially dangerous for young bike riders who are not allowed to ride on the path because of the ridiculous signs that say "No Bikes"				1		1	
6408	Sherwood Ave	1			1	1				1		1	None		1		1								1		None		1		1			1
6525	Parnell Ave	1		1			1					1	None - everything works great!! All we need is some tar and gravel update.		1		1		1						1		None		1		1	email	1	
4860	64th St W	1			1		1					1	The drain directly across from my driveway backs-up - does not drain properly		1		1		1	1	1	5	2		1		comment from bottom of page: "If we are to pay for a portion of this improvement - I would either suggest going to one garbage service or get them to put some $ towards the damage they cause to our streets. They also drive through the neighborhoods at high speeds - very unsafe :(!	1		The lack of stop signs seems to give residents the go-ahead to take the 90 degree corners at 40 mph without looking - I have lived here for just over a year and already had several near misses with these crazy drivers - Not a great neighborhood to let your child walk around the corner to a friends house.				
6409	Ryan Ave	1		1			1			1		1			1		1		1	4	4	4	4		1				1		1	By driveway	1	
6425	Sherwood Ave	1			1	1				1		1	I'm not aware of any	1			1		1	1	2	2	4		1		There is to much car traffic on in our neighborhood		1		1		1	
6416	Ryan Ave	1		1			1			1		1			1		1		1	1	1	1	1		1				1		1			1
		52	**12**	**25**	**15**	**7**	**43**	**2**	**1**	**31**	**1**	**44**		**15**	**37**	**1**	**51**	**8**	**41**	**87**	**115**	**98**	**106**	**1**	**51**			**9**	**42**		**45**		**43**	**5**
Surveys Sent	**83**	63%	14%	30%	18%	8%	52%	2%	1%	37%	1%	53%		18%	45%	1%	61%	10%	49%					1%	61%			11%	51%					
Surveys Returned	**52**	100%	23%	48%	29%	13%	83%	4%	2%	60%	2%	85%		29%	71%	2%	98%	15%	79%					2%	98%			17%	81%					

* Astroturf invoice attached

NORMANDALE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:
Last Date Data Entered:
Due Date:
Questionnaires Sent Out: 83
Questionnaires Returned: 52
Percent Returned: 63%

ADDRESS		Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues			Comments
			Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need			
House #	Street Name		Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No	Construct new sidewalks where?	
6432	West Shore Dr	1	1		2	5	1	2		1		I would favor additional mid-block lighting.
6333	Ryan Ave	1	1		1	4	1	5		1	We do not need sidewalks as we have very little traffic in this neighborhood.	
6432	Ryan Ave	1		1	5	4	3	2		1	Absolutely not	
6501	Ryan Ave	1		1	1	5	3	4		1		
6325	Parnell Ave	1	1		1	5	4	3		1		I appreciate the extended repayment terms. I am losing my job and have not had a pay raise in years. I was afraid the increase in taxes would require me to sell my home of 22 years. The five year extension helps greatly. Thank you!
6408	Parnell Ave	1	1		4	2	5	3	1		On the streets going to park.	
6433	Ryan Ave	1		1	1	1	1	1		1		Cost of 2.90/month, not an issue the neighborhood does not need it. Also the "outdate" 4 "classic" options for lights have not had tour planners input a more contemporary light would be a good addition.
6525	Sherwood Ave	1	1		1	5	1	3		1		
6509	Parnell Ave	1		1	1	1	1	1		1	Not even maybe …no.	$6k for 2" of Asphalt? I'll do it myself.
4717	64th St W	1		1						1		
6417	Ryan Ave	1	1		5	4	2	2		1		
6320	West Shore Dr	1			1	1	3	5		1		
6533	Sherwood Ave	1	1		5	1	3	4	1		West side of street	
6404	West Shore Dr	1		1	1	3	2	3		1		We appreciate our neighborhood as it is. If you really want to improve the neighborhood take a look at the houses that let them run down. Our neighbors roof is ready to fall in. The garbage is never picked up, the shrubs are just over grown weeds. It's a mess! The affects our property value.
6425	Ryan Ave	1		1	2	4	2	1		1		I have lived on this street more than 50% of my life >25 years. No sidewalks or additional lighting is necessary.
6432	Parnell Ave	1		1	3	4	3	3		1		
6500	West Shore Dr	1		1						1		
6412	West Shore Dr	1			1	1	5	1		1		Sidewalks reduce areas for precipitation to be absorbed. Sidewalks increase homeowner's need to shovel and the city's need to maintain. Both are undesirable. (Streetlights comment: "I don't care would it save energy?")
6401	Sherwood Ave	1	1		2	4	3	5				
6508	Ryan Ave	1		1						1		
6409	Ryan Ave	1	1		4	3	3	4		1		
6516	Sherwood Ave	1	1		3	4	4	4		1		
6324	West Shore Dr	1		1						1	"Double" Emphatically No! (street lights: "Emphatically No!")	This neighborhood does not lend itself to sidewalks. The only one (north side of 66th St (West Shore to HWY 100)) is just fine unless it needs to be replaced
6517	Parnell Ave	1	1		1	5	1	1		1		
6409	Parnell Ave	1		1						1	No sidewalks - I'm not cleaning them off in the winter	
6433	Sherwood Ave	1		1	5	4	1	3	1		Going down the steep hill on W 64th Street	

NORMANDALE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

ADDRESS		Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues			Comments
			Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need			
			Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No	Construct new sidewalks where?	
6324	Parnell Ave	1		1	3	4	2	5		1		
4841	64th St W	1		1	1	4	4	3		1		More bike paths
6424	Parnell Ave	1		1						1		
6508	West Shore Dr	1		1						1		
6325	Ryan Ave	1	1		1	1	1	5		1	Not needed cul-de-sac & dead-end street.	
6400	Parnell Ave	1		1	1	1	1	1		1	N/A	
6332	Parnell Ave	1	1		5	5	4	2		1		I like the proposed changes in lighting.
6424	Sherwood Ave	1								1		No sidewalks - in low traffic areas people walk on the road anyway.
6525	Parnell Ave	1		1	3	1	3	5		1	In a cul-de-sac. No need	We really only need a street layover sewer & water is not that old. Sewer & waterline run really different on 65th & Parnell to Cul-de-sac. Some home of back of homes. How does that work for $$$$$ assessment to each home. (streetlights: "maybe one at 65th & West Shore Dr. Maybe one at 65th & Parnell")
6501	Sherwood Ave	1	1		5	3	4	2		1		
6416	Sherwood Ave	1	1		5	3	1	2		1		
6416	Ryan Ave	1		1	1	1	1	1		1		
6501	Parnell Ave	1		1	2	3	4	1		1		
6532	West Shore Dr	1	1		1	4	5	3		1		We need lights, too many suspicious cars sit in the darkness all hours of the night!!! (street lights comment: "Too many strange cars sit in the darkness! They drink, smoke pot and who knows what else!")
6517	Ryan Ave	1		1	1	5	2	3		1		
6417	Sherwood Ave	1	1		1	5	4	2		1		
6512	Ryan Ave	1	1		1	5	4	1		1		
6408	Sherwood Ave	1		1	1	1	4	4		1		
6417	Parnell Ave	1			1			5		1		
6526	Parnell Ave	1		1						1		
6516	West Shore Dr	1		1	1	1	4	2	1		West Shore Dr. between 66th and access to walking path. Maybe a walking path on road if there was no parking on east side of W. Shore up by 66th St.	streetlights: "We don't have any & we don't want them."
6508	Sherwood Ave	1		1	1	5	4	3	1		Odd side of the street	
6321	Parnell Ave	1	1		2	4	5	3		1		
6509	Ryan Ave	1		1	1	1	1	1		1		The trees near the cobra lights at intersections need trimming so illumination is not obstructed. (streetlights comment: "The Cobra head lights work fine at intersections could the brightness (# of lumens) be increased somewhat or the trees trimmed around the lights?")
6317	Parnell Ave	1	1		1	5				1		Would nice to get a sound wall along Hwy. 62.
6412	Sherwood Ave	1	1				5		1		Sherwood & 66	
		52	**21**	**27**	**89**	**132**	**115**	**114**	**6**	**45**		

Surveys Sent	**83**	63%	25%	33%	107%	159%	139%	137%	7%	54%
Surveys Returned	**52**	100%	40%	52%	171%	254%	221%	219%	12%	87%

Appendix E

September 5, 2012 Normandale Neighborhood Informational Meeting

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July 13, 2012

2013 Neighborhood Roadway Reconstruction

Normandale Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. See the attached map identifying your project area.

Please save the date of **Wednesday, Aug. 8** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by July 30.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2014. The special assessment is payable over 10 years.
- The special assessment typically includes cost of the new roadway, sidewalk and streetlights. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present detailed project plans in October or November, followed by a public hearing in December or January. Construction will begin in spring/early summer and end in late fall of 2013.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

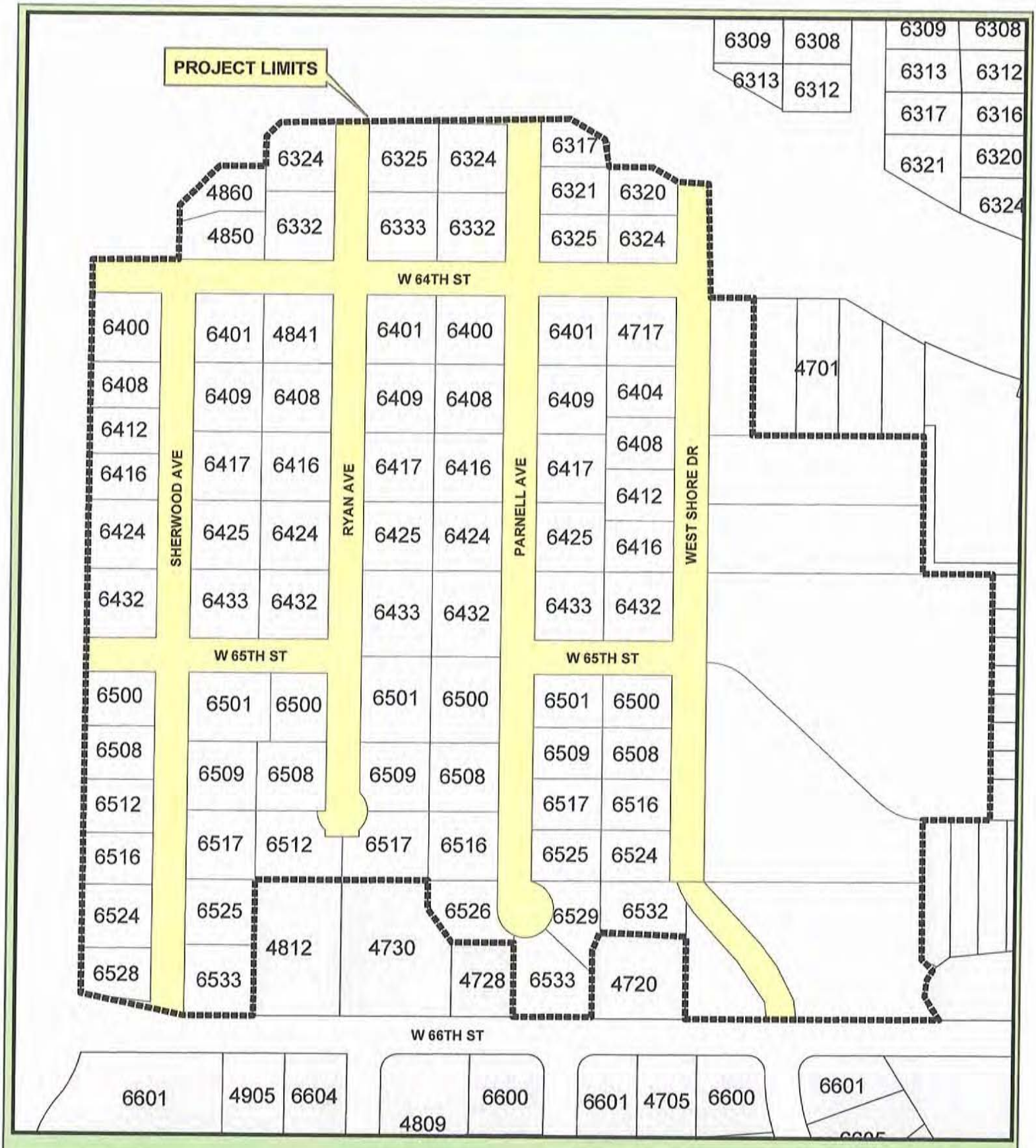
Sincerely,

JCM for

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope

ENGINEERING DEPARTMENT
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



Project Area
Normandale Neighborhood
Roadway Reconstruction
Improvement No: BA-394

N
W E
S

Engineering Dept
July, 2012

August 2, 2012

2013 Neighborhood Roadway Reconstruction

Normandale Neighborhood

Informational Meeting Postponed

Dear Resident:

As you know, your neighborhood is on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. Recently you were sent a questionnaire that will assist in determining the key components of the project. Within that questionnaire letter and on a mailed postcard was a notice for an informational meeting scheduled for Wednesday, Aug. 8. This meeting date for your neighborhood had been postponed.

City staff workload is such that we are unable to complete the design of your neighborhood within the necessary timeframe. Therefore we have decided to use Short Elliot Hendrickson, Inc. (SEH) to complete the preliminary design of your neighborhood. SEH has successfully conducted engineering services for many Edina neighborhood roadway reconstruction projects.

Please tentatively save the date of Wednesday, Sept. 5 to attend an informational meeting from 6 to 8 p.m. to learn information about the project. A meeting reminder will be mailed to you approximately two weeks prior.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Toby Muse, SEH Project Manager at 952.912.2616 or tmuse@sehinc.com.

Sincerely,

Chad Millner, PE
Assistant City Engineer

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA394 Normandale 2013\ADMIN\CORR\LETTS & EMAILS\Info Mtg Change_Letter.docx

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Normandale Neighborhood Roadway Reconstruction Informational Meeting Reminder

September 5, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.

City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Best way to keep up with project information is City Extra emails. Sign up now at *http://www.edinamn.gov/index.php?section=cityextra_signup*

CITY OF EDINA

2013 Normandale Neighborhood Roadway Improvements BA-394 Informational Meeting

September 5, 2012

www.EdinaMN.gov

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Agenda

- Introductions
- Project Location
- Process & Timeline
- Project Details
- Funding
- What You Can Expect
- Communication Tools
- How to Prepare
- Q&A

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CITY OF EDINA

Introductions

SEH Staff

Project Engineer
Carter Schulze

Project Manager
Toby Muse

Sr. Project Manager
Paul Pasko

City Staff

Asst. City Engineer
Chad Millner

Office Manager
Sharon Allison

Environ. Engr.
Ross Bintner

Director of Engineering
Wayne Houle

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Project Location

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Process

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Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring 2014	Warranty work
Summer/Fall 2014	Final assessment hearing

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Existing Roadway Details

- 89 Properties
- 82 Privately Owned
- 7 City Owned
- 1.4 miles of roads
- 21,800 square yards of street pavement

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Existing Roadway Details

- Streets constructed in the 1960's
- Streets have curb and gutter
- Existing street widths are 29-ft to 30-ft

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Existing Roadway Details

- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way

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Existing Roadway Details

- Varied driveway materials.

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Existing Utility Details

- Storm Sewer

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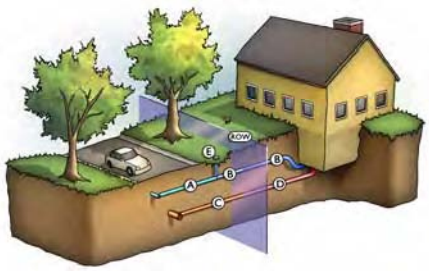
Existing Utility Details

- Trunk Sanitary Sewer and Water Main Pipes



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Existing Utility Details

- Trunk Water Main Pipe

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CITY OF EDINA

Existing Utility Details

- Trunk Sanitary Sewer Pipe

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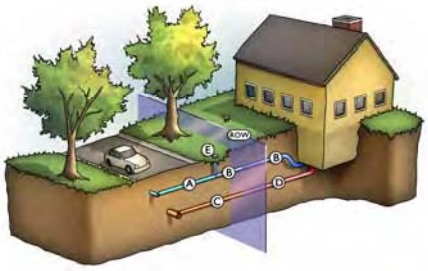
CITY OF EDINA

Existing Utility Details

- Water and Sanitary Sewer Service Pipes



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Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.

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What is Included?

- Always included:
  - Roadway – replacing the entire pavement section
  - Curb and gutter – all or pieces
  - Utility upgrades
- Sometimes included:
  - Sump pump drainage system
  - Sidewalks
  - Streetlights
  - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

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Questionnaire Results

Neighborhood	% of Questionnaires Returned	Has a Sump Pump		Change Existing Lighting		Prefer New Sidewalk	
		Yes	No	Yes	No	Yes	No
Normandale	63% (52 / 83)	7 (13%)	43 (83%)	21 (40%)	27 (52%)	6 (12%)	45 (87%)

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Proposed Roadway Improvements

- Remove and replace pavement surface
- Spot repair of curb and gutter

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Proposed Roadway Improvements

- Driveway aprons and end replacements

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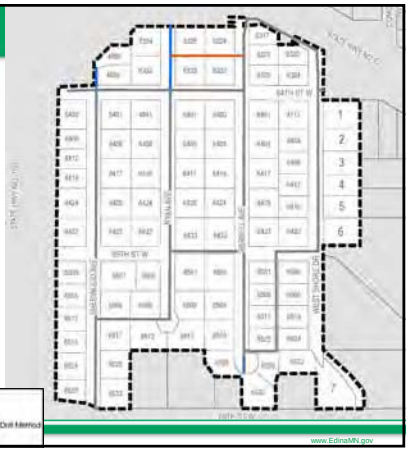
Proposed Utility Details

- Storm Sewer Upgrades

CITY OF EDINA

Proposed Utility Details

- Trunk Water Main Pipe



CITY OF EDINA

Proposed Utility Details

- Temporary Water System

CITY OF EDINA

Proposed Utility Details

- Trunk Sanitary Sewer Pipe

CITY OF EDINA

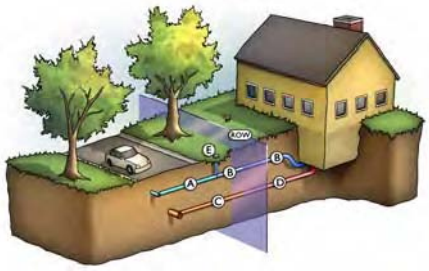
Proposed Utility Details

- Water Service Pipes

CITY OF EDINA

Proposed Utility Details

- Sanitary Sewer Service Pipes



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CITY OF EDINA

Proposed Sanitary Sewer Service Improvements

- Homeowner can reconstruct segment C using their own contractor and
  - If the work is done per City code, you have the option to add the cost to your street assessment, or
- The City will reconstruct segment C using its contractor and the cost is automatically added to the cost of your street assessment.

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CITY OF EDINA

Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

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CITY OF EDINA

Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.

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CITY OF EDINA

Funding

- Utility Fund covers 100 percent of:
  - Concrete curb and gutter
  - Sanitary sewer
  - Storm sewer
  - Water main
  - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

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Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

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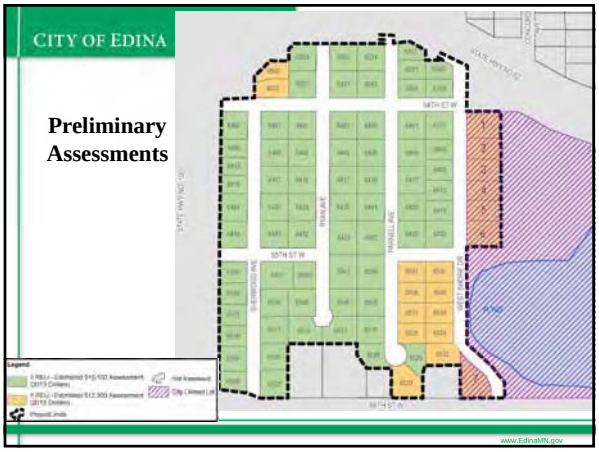
Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.

CITY OF EDINA

Preliminary Assessments



CITY OF EDINA

Preliminary Assessments

Neighborhood	Estimated Assessment per REU	# of REU's
Normandale - Street	$12,300	89
Normandale – Sanitary Sewer Service	$3,800	70
Total Preliminary Assessment	$12,300 - $16,100	

CITY OF EDINA

Proposed Sanitary Sewer Service Improvements

- Homeowner can reconstruct segment C using their own contractor and
  - If the work is done per City code, you have the option to add the cost to your street assessment, or
- The City will reconstruct segment C using its contractor and the cost is automatically added to the cost of your street assessment.

CITY OF EDINA

Preliminary Assessments City of Edina 2013 Projects

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Normandale	**$12,300 - $16,100**	**89**	**21,800**	**245**
Mendelssohn	$13,200 - $16,200	64.67	16,500	242
Braemar Hills B	$8,000 - $11,000	34.33	5,600	165
St. Patrick's Lane	$9,000 - $12,000	13.10	2,900	205
Gleason Circle	$9,000 - $12,000	7.33	1,400	187
Lake Edina	$10,000 - $13,000	247.40	48,800	197

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Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
  1. Pay entire amount upon receiving bill to avoid finance charges
  2. Pay 25 percent; balance rolls to property taxes
  3. Roll entire amount to property taxes
  4. Defer payment if 65 years old or older

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CITY OF EDINA

What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

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CITY OF EDINA

What You Can Expect

- Dust, noise and mud.
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You will be asked to limit water use.
- Your home will be connected to a temporary water line.

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What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.

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CITY OF EDINA

Property Impacts

- Items located within the City's right-of-way may be damaged
  - Private utilities will be repaired if you notify us of them in advance of the project.
  - You can remove plantings and other landscape features before the project.
  - In areas where the boulevard is disturbed, the City will plant sod in the right-of-way after the project is complete.

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Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump drainage options
  - Are there traffic or drainage issues in your neighborhood?

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Communication Tools

- Become a neighborhood captain to help facilitate project communication.
  - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current.*
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

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CITY OF EDINA

City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
  - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.
- Don't delay; sign up at today's meeting!

www.EdinaMN.gov

CITY OF EDINA

How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

www.EdinaMN.gov

CITY OF EDINA

Contact Us

Toby Muse, SEH Project Manager
Phone: 952.912.2616
Email: tmuse@sehinc.com

Chad Millner, City of Edina Assistant City Engineer
Phone: 952.826.0318
Email: cmillner@edinamn.gov

www.EdinaMN.gov

CITY OF EDINA

Thank you!

Questions?

www.EdinaMN.gov

NORMANDALE NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
SEPTEMBER 5, 2012

	NAME	ADDRESS
1	Ken Chavis	6509 Ryan Ave
2	Chuck Sedgwick	6517 Ryan Ave
3	Patricia Kattleman	6416 W. Shore Dr.
4	Irene Olson	6404 W. Shore Dr.
5	Roy Olson	6404 W Shore Dr
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NORMANDALE NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
SEPTEMBER 5, 2012

	NAME	ADDRESS
1	Rob Have	6325 Parnell Avenue
2	BARBARA STORTZ	6409 " "
3	Pat Larmer	6417 " "
4	Marilyn + John DeVries	6424 Sherwood
5	Phil Dugan	6324 Parnell
6	Ella C Johnson	6521 - Sherwood Ave
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NORMANDALE NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
SEPTEMBER 5, 2012

	NAME	ADDRESS
1	Beverly Johnson	6432 Ryan Cine S
2	Barbara Vogt	6333 Ryan Cir. S.
3	Delores Ahl	6325 Ryan Ave. S.
4	Kara Carpenter	6501 Sherwood Ave
5	MARY TORSCH	4532 WEST SHORE DR
6	Kyn Salberg	6424 Parnell
7	Kathleen Kohler	6332 Ryan Ave.
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NORMANDALE NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
SEPTEMBER 5, 2012

	NAME	ADDRESS
1	Robert Winder	6533 Parnell Ave. So.
2	Bob Keller	6500 Parnell Av
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QUESTION / COMMENT CARD

I have a sprinkler system + grass + plantings near curb. I also have an irrigation system. Would like to see a street light in middle of block on park side.

Name PATRICIA KATTLEMAN Address 6416 WEST SHORE DR.
PLEASE PRINT PLEASE PRINT

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2013 Normandale Neighborhood Roadway Improvement Project
Summary of September 5, 2012 Informational Meeting Question and Answer Session
Meeting Location: Public Works and Parks Maintenance Facility
Meeting Time: 6 pm to 8 pm

Number	Question	Answer
1	Can you add a light on West Shore Drive across from the park? There is currently a safety issue.	Yes, but we would add a cobra style fixture on a wood pole, not a decorative light.
2	If my water and sanitary sewer services are located in my backyard on Parnell Avenue, will they be reconstructed?	No, the project will not reconstruct water and/or sanitary sewer services located in back yards. You will be exempt from the sanitary sewer service portion of the assessment.
3	If I recently reconstructed my sanitary sewer service, can I opt out of the program?	Yes, provided you upgraded it within the last 15 years all the way to the trunk sanitary sewer main in the street.
4	Did the street light questionnaire results shown in the presentation reflect the updated questionnnaire that was sent saying street lights are not assessed?	Yes it did.
5	Why are we paying more than other neighborhoods? What happened to the economy of scale?	The preliminary assessment totals are based on the total project cost divided by the total number of REUs. Your neighborhood has a large area of paving per sqaure yard, but compared to other neighborhoods, doesn't have as many REUs. Preliminary costs are calculated using an economy of scale price because the project will be constructed as a neighborhood instead of one street at a time.
6	Can I still report that I have an irrigation system?	Yes, feel free to write down your information on a comment card or talk to one of us after the meeting.
7	If curb and gutter is not going to be removed, why would you damage my boulevard?	Small amounts of curb and gutter removal and boulevard impacts will occur due to water and sanitary sewer service work.
8	What is the City's response time to a resident question?	We try to get back to you within the same day or within 24 hours.
9	I have a friend who lives on Yvonne Terrace in the Richmond Hills neighborhood who says the City's communication has been poor during construction. What will the City do to ensure good communication on this project.	We will update you during construction through a series of mailings and door hangers depending on what type of work is occurring. Also, as mentioned, you can sign up for the City Extra to receive weekly email updates. Please ask your friend in Richmond Hills to call me and I will try to resolve her issues.
10	What about trees where utility work is occurring? Will trees be damaged?	Every effort will be made to protect existing trees. There are utility technologies available that limit tree damage from utility work. These technologies will be implemented where feasible. From past experience, tree roots tend to root away from the roadbed due to the type of material and compaction of material under the roadway.
11	Will construction afffect my fire/emergency protection?	No, emergency access is provided at all times during construction. The contractor's scope of work includes providing any necessary measures to allow emergency vehicle access at all times throughout construction.
12	How will the City ensure the project doesn't drag on across the entire summer?	The general time frame of construction is April/May to October/November if the project is approved. If feasible, the project will be broke into Stages so that construction is only occurring in one area of the neighborhood for a maximum timeframe of approximately 10 weeks.

Number	Question	Answer
13	Will the City hire a construction manager?	Yes, the City would provide a representative from SEH to manage the project during construction with City staff oversight.
14	Why doesn't City staff manage this project to save money instead of using a consultant?	City staff workload is such that we are unable to complete the design of your neighborhood within the necessary timeframe. We have found it costs the City the same amount to manage these types of projects using City staff as it does if the City hires a consultant. SEH has conducted engineering services for many Edina neighborhood roadway reconstruction projects.
15	The phrase 'if the project moves forward' was used several times tonight. Is it a given this project is going to move forward?	City staff will recommend that this project move forward but ultimately it will be the City Council's decision at the Public Hearing.
16	Have there been previous City projects that have not moved forward?	Yes, there are a few projects that did not move forward: The Sunny Slope, Ridge Road and Country Club neighborhood projects. Eventually, all of these neighborhoods were approved and reconstructed. Due to the delay in constructing the projects, residents paid significantly more in assessments than what was originally proposed.
17	Does the City bid out services for engineering?	The City uses multiple consultants and selects them depending on their expertise. The City has hired SEH for multiple street reconstruction projects, including the Country Club project. There, they used their trenchless utility expertise to design the project so that no historic trees were removed as part of construction.
18	Do City projects require workers to be paid the prevailing wage rates identified in the Davis-Bacon Act?	No. There is no funding from federal or state agencies for these types of projects. Local contractors usually belong to organized unions that meet the Davis/Bacon requirements.
19	During the presentation, it was mentioned that localized flooding was a possibility during construction. Do we need to buy flood insurance prior to the project starting?	No. Localized flooding typically occurs at existing catch basins following significant rain events. This is because the project will require inlet protection or filter fabric installations at all existing storm sewer catch basins to catch/trap sediment so it does not enter the storm sewer system. The filter fabric does not allow water into the catch basins as quickly as normal. Eventually, these small ponded areas will drain away.
20	We have a yard light approximately 8-feet off of the curb in our front yard. Will it be impacted by construction?	Likely not, since we are only removing concrete curb and gutter in select locations. In the event that the light was damaged during construction, the City would pay the contractor to repair it.

Appendix F

Preliminary Assessment Roll

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City of Edina
Normandale Street Reconstruction
Improvement No. BA-394
Preliminary Assessment Roll
9/12/2012
Revisions: 10/24/12, 11/13/12

STREET	PID	HOUSE NO.	OWNER	ASSESSABLE STREET REU	STREET RECONSTRUCTION ASSESSMENT AMOUNT	ASSESSABLE SANITARY SEWER SERVICE PIPE REU	SANITARY SEWER SERVICE PIPE ASSESSMENT AMOUNT	ESTIMATED TOTAL ASSESSMENT RATE
64th St W								
	3002824230003	4717	Scott & Constance Cullen	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230089	4841	David & Mary Quello	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220001	4850	Jesse Oachs	1	$12,300.00		(1)	$12,300.00
	3002824220002	4860	Sara Ann Harkess	1	$12,300.00		(1)	$12,300.00
Parnell Ave								
	3002824220049	6317	Andrew & Eva Carcione	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220048	6321	Marc & Patricia Wertwijn	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220037	6324	Philip & Thais Dugan	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220047	6325	Robert J Have	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220039	6332	Faye S Rood	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230071	6400	Paul & Mary Turney	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230005	6401	Todd & Nancy Cullen	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230016	6408	Patrick Ryan & Rebecca Greig	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230004	6409	Theodore & Barbara Stortz	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230018	6416	Aleksandar Bekric & Violeta Rflog-Bekric	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230012	6417	Donald & Patricia Lennes	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230020	6424	Kenneth & Jill Salberg	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230073	6425	Mark Helgren & Kelly Leinfelder-Helgren	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230021	6432	Vincent & Ramona Settergren	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230013	6433	Daniel & Debra Moffatt	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230047	6500	Robert Keller & Ann Orchard	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230069	6501	Gary & Kirsten Cheezig	1	$12,300.00		(2)	$12,300.00
	3002824230086	6508	Mark & Nancy Lawrence	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230068	6509	Ralph & Mary Peterson	1	$12,300.00		(2)	$12,300.00

STREET	PID	HOUSE NO.	OWNER	ASSESSABLE STREET REU	STREET RECONSTRUCTION ASSESSMENT AMOUNT	ASSESSABLE SANITARY SEWER SERVICE PIPE REU	SANITARY SEWER SERVICE PIPE ASSESSMENT AMOUNT	ESTIMATED TOTAL ASSESSMENT RATE
	3002824230050	6516	Kunyuan Yang & Yuming Neng	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230067	6517	Anthony & Allison Rubin	1	$12,300.00		(2)	$12,300.00
	3002824230066	6525	John & Deborah Thomas	1	$12,300.00		(2)	$12,300.00
	3002824230083	6526	Gary & Deborah Hildebrand	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230060	6529	Wayne & Darlene Swanson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230061	6533	Robert & Helen Winder	1	$12,300.00		(2)	$12,300.00
Ryan Ave								
	3002824220034	6324	John G Fassbender	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220057	6325	Richard & Delores Ahl	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220035	6332	John & Kathleen H Kohler	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220040	6333	Barbara J Vogt	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230070	6401	Kenneth & Nagwa Ohaeri	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230025	6408	Michael Elko & Elizabeth Delap	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230015	6409	Robert M Rolschau	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230026	6416	Thomas & Mary Pavek	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230017	6417	Peter & Kathleen Snell	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230029	6424	Kouatli A Walid	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230019	6425	Roberta Jo Swenson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230030	6432	Donald & Beverly Johnson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230022	6433	Jack L Ovick	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230041	6500	Mark Schiefelbein	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230048	6501	Michael & Ellen Dobies	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230043	6508	Robert & Joan Sherwin	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230085	6509	Kenneth & Geraldine Chavis	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230046	6512	John & Diane Opsahl	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230081	6517	Charles & Bette Sedgwick	1	$12,300.00	1	$2,500.00	$14,800.00
Sherwood Ave								
	3002824230032	6400	Lillian C Carteng	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230088	6401	Mohamed Ibrahim	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230033	6408	Leonard & Audre Gaer	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230024	6409	Josheph & Luella Maley	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230034	6412	Mohammad Hassanzadeh	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230035	6416	Claudia P Biancaiana	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230027	6417	Mark & Cindy Fretland	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230072	6424	John & Marilyn Devries	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230028	6425	Rebecca J Burman	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230002	6432	Sherwood House Llc	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230031	6433	Nicholas & Jennifer Moody	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230078	6500	Eugene & Ruth Anderson	1	$12,300.00	1	$2,500.00	$14,800.00

STREET	PID	HOUSE NO.	OWNER	ASSESSABLE STREET REU	STREET RECONSTRUCTION ASSESSMENT AMOUNT	ASSESSABLE SANITARY SEWER SERVICE PIPE REU	SANITARY SEWER SERVICE PIPE ASSESSMENT AMOUNT	ESTIMATED TOTAL ASSESSMENT RATE
	3002824230042	6501	Joseph Carpenter & Kara Norland	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230079	6508	William & Carol Behning	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230044	6509	Gary Matson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230080	6512	Harold & Marguerite Lundin	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230037	6516	Harold & Gail Huwe	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230045	6517	Reid R Thompson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230038	6524	Lisa K Boone	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230057	6525	Allen Johnson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230087	6528	Branko & Vera Kastratovich	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230059	6533	Marc & Lisa Ungerman	1	$12,300.00	1	$2,500.00	$14,800.00
West Shore Dr								
	3002824220045	6320	Donald & Sandra Stang	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824220046	6324	Thomas & Constance Schoening	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230074	6404	Roy E Olson	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230075	6408	Nancy A Kermath	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230076	6412	Randall Pratt	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230077	6416	Dale & Patricia Kattleman	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230014	6432	Michael & Beth Montgomery	1	$12,300.00	1	$2,500.00	$14,800.00
	3002824230062	6500	Gary & Diana Rosen	1	$12,300.00		(2)	$12,300.00
	3002824230063	6508	Rosemary Kostick	1	$12,300.00		(2)	$12,300.00
	3002824230064	6516	Scott Forbes & Barbara Kunz	1	$12,300.00		(2)	$12,300.00
	3002824230065	6524	Christopher & Stephanie Grimes	1	$12,300.00		(2)	$12,300.00
	3002824230090	6532	Wesley & Mary Torsch	1	$12,300.00		(2)	$12,300.00
	3002824230009		City of Edina	7	$86,100.00		(3)	$86,100.00
				89	$1,094,700.00	70	$175,000.00	$1,269,700.00

Notes:

(1) No sanitary sewer service pipe assessment due to side yard service connection outside of City right-of-way.

(2) No sanitary sewer service pipe assessment due to backyard service connection outside of City right-of-way.

(3) No City sanitary sewer service pipe connection.

P:\AE\E\Edina\121719\4-prelim-dsgn-rprts\Assessment\[Pend Assess Roll Rev 111312.xlsx]Assess Roll

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Appendix G

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)

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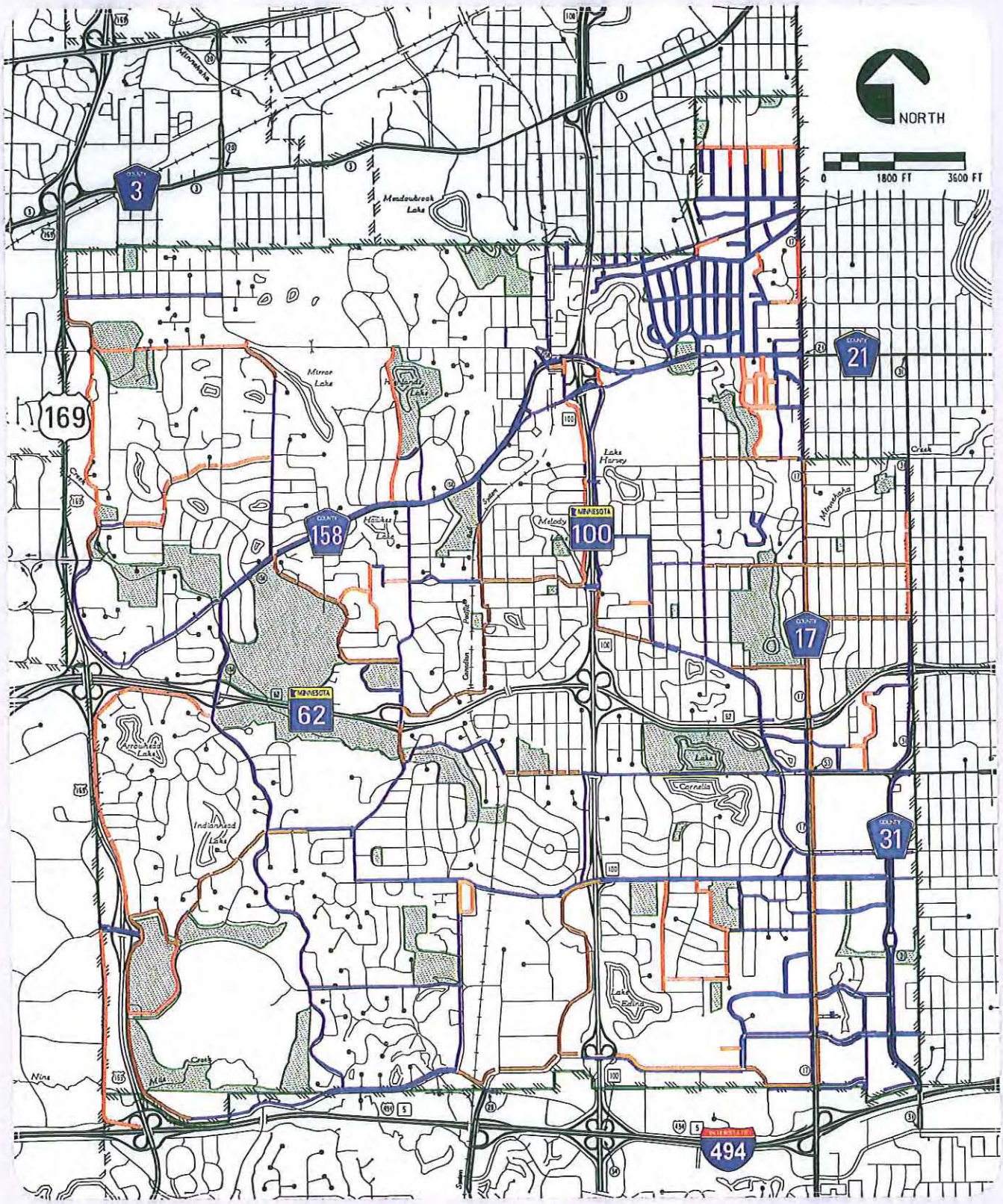


LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

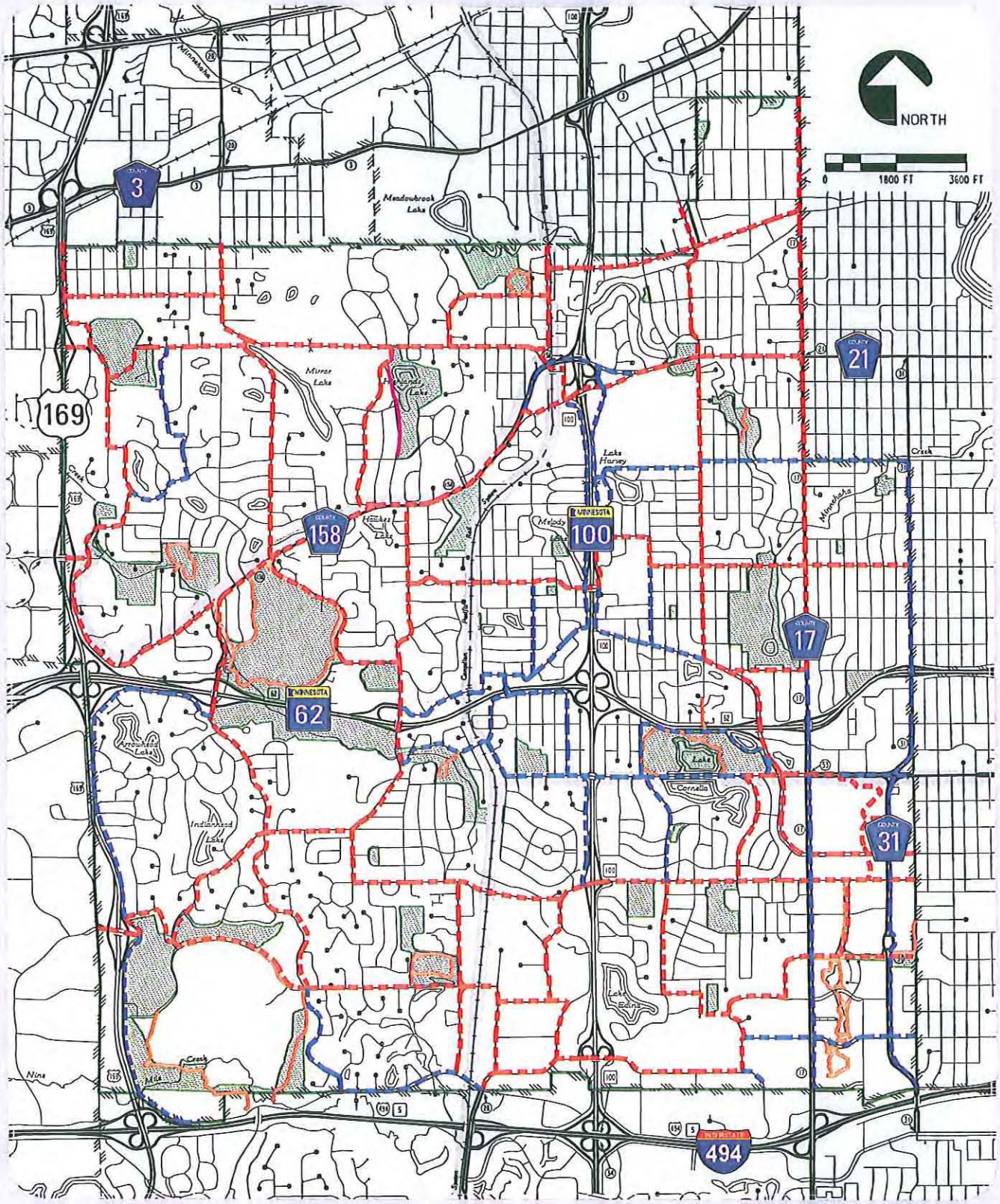
Note: Park Pathways are included on Figure 7.11

City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

Date Printed: 10/22/2008
WSB Filename: K:\01686-03\Cad\Plan\fig-7-10.dgn



LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- Proposed Park Pathway

From the 2007 Edina Comprehensive Bicycle Transportation Plan

- Primary Route
- Secondary Route

City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

Date Printed: 10/22/2008
WSB Filename: K:\01686-03\Cad\Plan\fig-7-11.dgn

Appendix H

Plumbers Contact Information Summary

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City of Edina
Normandale Street Reconstruction
Open House Plumbers Contact Information
September 5, 2012
Revisions:
P:\AE\E\Edina\121719\1-genl\16-meet\090512 Neighborhood Mtg\[Plumber Quest Rev 082412.xlsx]Sheet1

DISCLAIMER:
The City of Edina does not endorse any contractor listed on this list. The list is being provided to you only as a beginning reference in your search for a contractor.

		Trenchless Methods for Sanitary Sewer Service Pipe Reconstruction				Trenchless Methods for Water Service Pipe Reconstruction		Contact Information		
Contractor	Private Service Pipe Reconstruction Services	Slip Line Method	Cured in Place Pipe Method	Pipe Bursting Method	Other Trenchless Methods	Directional Drilling Method	Other Trenchless Methods	Contact Name	Day Phone	Email Address
Aqua City Plumbing	Yes	No	Yes	No		No	NUMA Gopher	Dave Vogelgesang	612.827.2871	dave@aquacityplumbing.com
Ellingson Companies	Yes	Yes	Yes	Yes		Yes		Todd Hoffman	888.527.2294 507.251.4372	thoffman@ellingsondrainage.com
Benjamin Franklin	Yes	Yes	Yes	Yes	Yes - Directional Drilling and Pilot Tube Pullback	Yes	Tunneling w/ Pneumatic Gopher. With pipe bursting equipment can pull water service at same time.	Paul Gavic	763.755.6468	paulgavic@gmail.com
Gene's Water & Sewer	Yes	Yes	Yes	Yes	Yes - Drop hole -tunnel	Yes	Drop hole - tunnel	Craig Peterson	612.781.3737	craig@geneswaterandsewer.com
Highview Plumbing	Yes	Yes	Yes	Yes	Yes Drop hole -tunnel	Yes	Drop hole - tunnel	Dan Swanson	952.933.8600	highplmg@aol.com
Minneapolis & Suburban Sewer & Water	Yes	Yes	Yes	No	Yes - Directional Drilling and Pilot Tube Pullback	Yes	Handtunneling, underground piercing tool (Gopher)	Kevin Hoyhtya	612.861.6076	website: MSSW-INC.com; Contact Us; connects to email
Mr Rooter Plumbing	Yes	Yes	Yes	Yes	Yes - Directional Drilling and Pilot Tube Pullback		Horizontal Directional Boring	John Wilder	763.551.0555	dispatch@mrrootermn.com
Olson Construction	Yes	No	No	No	Yes - Directional Drilling and Pilot Tube Pullback	Yes		Ron Olson	952.448.6674	
Ouverson Sewer & Water	Yes	Yes	Yes	No	Yes - Directional Drilling	Yes	NUMA Gopher	Troy Ouverson	612.751.6888	troyo@linemysewer.com
Parrott Contracting, Inc.	Yes	Yes	No	No	Yes - Directional Drilling and Pilot Tube Pullback	Yes	Directional Boring	Dave Parrott	507.248.9697	dparrott@frontiernet.net
Roto Rooter Services	Yes	Yes	Yes	Yes	Yes - Directional Drilling	Yes	With pipe bursting equipment can pull water service at same time. Handtunneling, underground piercing tool (Gopher)	Blaine Weiss	763.519.3928	blaine.weiss@rrsc.com
Valley-Rich Co., Inc.	Yes	Yes	Yes	Yes	Directional Drilling	Yes	Pneumatic Gopher	John Miklya	952.448.3002	john@valley-rich.com
Westonka Mechanical	Yes	Yes	Yes	Yes	The yes answers above are done by us and subcontractors.	YES	None	Brian Clark	612.741.9779	westonkasw@frontier.com
Dasen Contracting	Yes	No	No	No		Yes		Gordy Larsen or Todd Larsen	952-461-2100	dasencontracting@yahoo.com
Widmer Const.	Yes	No	No	No		Yes subcontract	No	Tony Vanderlinde	952-955-5062	vanderlinde5@frontiernet.net

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Appendix I

2013 Normandale Traffic and Crash Data

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2013 Normandale Traffic and Crash Data

Traffic Data

Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	Sherwood Avenue	2012	350	27.9
2	Sherwood Avenue	2012	121	29.5
3	Ryan Avenue	2012	40	21.8
4	Parnell Avenue	2012	37	22.8
5	65th Street West	2012	118	22.2
6	West Shore Drive	2012	413	26.5
7	West Shore Drive	2012	261	27.6
8	64th Street West	2012	238	24.4

Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2007	Oct.	2200

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Appendix J

Recommendation to Set Public Hearing, Notice of Public Hearing to residents and Notice of Public Hearing Advertisement

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REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL

Agenda Item #: IV. C.

From: Wayne D. Houle, PE, Director of Engineering

Action ☒
Discussion ☐
Information ☐

Date: November 5, 2012

Subject: Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

Action Requested:
Approve Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012 for the following neighborhoods:

- Mendelssohn A Neighborhood Roadway Reconstruction, Improvement No. BA-393
- Normandale Neighborhood Roadway Reconstruction, Improvement No. BA-394
- Braemar Hills B Neighborhood Roadway Reconstruction, Improvement No. BA-395
- St. Patrick's Lane Reconstruction, Improvement No. BA-396
- Gleason Circle Reconstruction, Improvement No. BA-397
- Lake Edina Neighborhood Roadway Reconstruction, Improvement No. BA-398

Information / Background:
City staff is requesting public hearings for six neighborhood street reconstruction projects to be held on a special City Council Meeting date of December 11, starting at 6 PM. All projects are initiated by staff. Staff is hosting two additional informational meetings for the Normandale Neighborhood and the Lake Edina Neighborhood on November 7 due to comments from the Edina Transportation Commission meeting on October 25. Any comments from these meeting will be incorporated into the Feasibility Reports that will be submitted to the City Council on November 20.

Attachments:
Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

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RESOLUTION NO. 2012-145
SET PUBLIC IMPROVEMENT HEARINGS FOR DECEMBER 11, 2012
FOR NEIGHBORHOOD RECONSTRUCTION FOR:
MENDELSSOHN A, IMPROVEMENT NO. BA-393
NORMANDALE, IMPROVEMENT NO. BA-394
BRAEMAR HILLS B, IMPROVEMENT NO. BA-395
ST. PATRICK'S LANE, IMPROVEMENT NO. BA-396
GLEASON CIRCLE, IMPROVEMENT NO. BA-397
LAKE EDINA, IMPROVEMENT NO. BA-398

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 11th day of December, 2012, in the Council Chambers at City Hall at 6:00 p.m. to consider street reconstruction in the neighborhoods of:

- Mendelssohn A, Improvement BA-393;
- Normandale, Improvement No. BA-394;
- Braemar Hills B, Improvement No. BA-395;
- St. Patrick's Lane, Improvement No. BA-396;
- Gleason Circle, Improvement No. BA-397;
- Lake Edina, Improvement No. BA-398.

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearings and improvements as required by law.

Dated: November 5, 2012

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 November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

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

_____
City Clerk

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November 21, 2012

NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-394
NORMANDALE NEIGHBORHOOD ROADWAY RECONSTRUCTION

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for Normandale Neighborhood. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is $1,270,000. The cost of the project will be funded by special assessment. The estimated cost per assessable lot for street reconstruction and sanitary sewer service pipe between the trunk pipe and the right-of-way line is $12,300 and $2,500, respectively, per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

4717 to 4860 64th St. W., 6317 to 6533 Parnell Ave, 6324 to 6517 Ryan Ave,
6400 to 6533 Sherwood Ave, and 6320 to 6532 West Shore Dr.

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:
http://edinamn.gov/index.php?section=construction_normandale_construction

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

ENGINEERING DEPARTMENT
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

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PID: 3002824220001
JESSE OACHS
4850 64TH ST W
EDINA MN 55435

PID: 3002824220002
SARA ANN HARKESS
4860 64TH ST W
EDINA MN 55435

PID: 3002824220034
JOHN G FASSBENDER
6020 HALIFAX AVE S
EDINA MN 55424

PID: 3002824220035
JOHN H KOHLER
6332 RYAN AVE
EDINA MN 55435

PID: 3002824220037
PHILIP A DUGAN
6324 PARNELL AVE
EDINA MN 55435

PID: 3002824220039
FAYE S ROOD
6332 PARNELL AVE
EDINA MN 55435

PID: 3002824220040
BARBARA J VOGT
6333 RYAN AVE
EDINA MN 55435

PID: 3002824220045
DONALD STANG
6320 WEST SHORE DR
EDINA MN 55435

PID: 3002824220046
THOMAS E SCHOENING
CONSTANCE B SCHOENING
6324 WEST SHORE DR
EDINA MN 55435

PID: 3002824220047
ROBERT J HAVE
6325 PARNELL AVE
EDINA MN 55435

PID: 3002824220048
PATRICIA J WERTWIJN
MARC R WERTWIJN
6321 PARNELL AVE
EDINA MN 55435

PID: 3002824220049
DWIGHT C LARSON
6317 PARNELL AVE
EDINA MN 55435

PID: 3002824220057
DELORES L AHL
6325 RYAN AVE
EDINA MN 55435

PID: 3002824230002
SHERWOOD HOUSE LLC
5025 KNOX AVE S
MINNEAPOLIS MN 55419

PID: 3002824230003
SCOTT L CULLEN
CONSTANCE L CULLEN
4717 64TH ST W
EDINA MN 55435

PID: 3002824230004
BARBARA A STORTZ
6409 PARNELL AVE
EDINA MN 55435

PID: 3002824230005
NANCY ROSS CULLEN
6401 PARNELL AVE
EDINA MN 55435

PID: 3002824230012
PATRICIA A LENNES
6417 PARNELL AVE
EDINA MN 55435

PID: 3002824230013
DEBRA A MOFFATT
DANIEL W MOFFATT
6433 PARNELL AVE
EDINA MN 55435

PID: 3002824230014
MICHAEL S MONTGOMERY
BETH MONTGOMERY
6432 WEST SHORE DR
EDINA MN 55435

PID: 3002824230015
ROBERT M ROLSCHAU
6409 RYAN AVE
EDINA MN 55435

PID: 3002824230016
PATRICK S RYAN
6408 PARNELL AVE
EDINA MN 55435

PID: 3002824230017
PETER J SNELL
KATHLEEN S SNELL
6417 RYAN AVE
EDINA MN 55435

PID: 3002824230018
VIOLETA RFLOG-BEKRIC
ALEKSANDAR BEKRIC
6416 PARNELL AVE
EDINA MN 55435

PID: 3002824230019
ROBERTA JO SWENSON
6425 RYAN AVE
EDINA MN 55435

PID: 3002824230020
KENNETH L SALBERG
JILL L SALBERG
6424 PARNELL AVE
EDINA MN 55435

PID: 3002824230021
VINCENT SETTERGREN
6432 PARNELL AVE
EDINA MN 55435

PID: 3002824230022
JACK L OVICK
6433 RYAN AVE
EDINA MN 55435

PID: 3002824230024
JOSEPH J MALEY
6409 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230025
MICHAEL N ELKO
ELIZABETH L DELAP
6408 RYAN AVE
EDINA MN 55435

PID: 3002824230026
THOMAS E PAVEK
MARY G PAVEK
6416 RYAN AVE
EDINA MN 55435

PID: 3002824230027
MARK C FRETLAND
CINDY K FRETLAND
6417 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230028
REBECCA J RORKE
6425 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230029
KOUATLI A WALID
5604 BENTON AVE
EDINA MN 55436

PID: 3002824230030
BEVERLY JOHNSON
6432 RYAN AVE
EDINA MN 55435

PID: 3002824230031
NICHOLAS MOODY
JENNIFER MOODY
6433 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230032
LILLIAN C CARTENG
6400 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230033
LEONARD J GAER
6408 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230034
MOHAMMAD HASSANZADEH
8440 XYLON CIR
BLOOMINGTON MN 55438

PID: 3002824230035
CLAUDIA P BIANCAIANA
6416 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230037
GAIL HUWE
6516 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230038
LISA K BOONE
6524 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230041
MARK SCHIEFELBEIN
6500 RYAN AVE
EDINA MN 55435

PID: 3002824230042
KARA C CARPENTER
JOSEPH S CARPENTER
6501 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230043
ROBERT D SHERWIN
6508 RYAN AVE
EDINA MN 55435

PID: 3002824230044
GARY MATSON
6509 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230045
REID R THOMPSON
6517 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230046
JOHN A OPSAHL
DIANE J OPSAHL
6512 RYAN AVE
EDINA MN 55435

PID: 3002824230047
ROBERT M KELLER
ANN L ORCHARD
6500 PARNELL AVE
EDINA MN 55435

PID: 3002824230048
MICHAEL S DOBIES
ELLEN S DOBIES
6501 RYAN AVE
EDINA MN 55435

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YUMING NENG
KUNYUAN YANG
6516 PARNELL AVE
EDINA MN 55435

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6525 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230059
MARC A UNGERMAN
LISA A UNGERMAN
6533 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230060
WAYNE R SWANSON
DARLENE J SWANSON
6529 PARNELL AVE
EDINA MN 55435

PID: 3002824230061
ROBERT G WINDER
HELEN A WINDER
6533 PARNELL AVE
EDINA MN 55435

PID: 3002824230062
GARY R ROSEN
6500 WEST SHORE DR
EDINA MN 55435

PID: 3002824230063
ROSEMARY KOSTICK
6508 WEST SHORE DR
EDINA MN 55435

PID: 3002824230064
SCOTT J FORBES
BARBARA J KUNZ
6516 WEST SHORE DR
EDINA MN 55435

PID: 3002824230065
STEPHANIE A GRIMES
CHRISTOPHER P GRIMES
6524 WEST SHORE DR
EDINA MN 55435

PID: 3002824230066
JOHN C THOMAS
DEBORAH A THOMAS
6525 PARNELL AVE
EDINA MN 55435

PID: 3002824230067
ANTHONY S RUBIN
6517 PARNELL AVE
EDINA MN 55435

PID: 3002824230068
RALPH H PETERSON III
MARY B PETERSON
6509 PARNELL AVE
EDINA MN 55435

PID: 3002824230069
KIRSTEN L CHEEZIG
GARY L CHEEZIG
6501 PARNELL AVE
EDINA MN 55435

PID: 3002824230070
NAGWA R OHAERI
KENNETH O OHAERI
6401 RYAN AVE
EDINA MN 55435

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PAUL A TURNEY
MARY H TURNEY
6400 PARNELL AVE
EDINA MN 55435

PID: 3002824230072
JOHN M DEVRIES
6424 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230073
MARK I HELGREN
6425 PARNELL AVE
EDINA MN 55435

PID: 3002824230074
ROY E OLSON
6404 WEST SHORE DR
EDINA MN 55435

PID: 3002824230075
NANCY A KERMATH
6408 WEST SHORE DR
EDINA MN 55435

PID: 3002824230076
RANDALL PRATT
6412 WEST SHORE DR
EDINA MN 55435

PID: 3002824230077
PATRICIA KATTLEMAN
DALE KATTLEMAN
6416 WEST SHORE DR
EDINA MN 55435

PID: 3002824230078
RUTH S ANDERSON
6500 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230079
WILLIAM R BEHNING
CAROL J BEHNING
6508 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230080
MARGUERITE LUNDIN
6512 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230081
CHARLES SEDGWICK
6517 RYAN AVE
EDINA MN 55435

PID: 3002824230083
GARY T HILDEBRAND
6526 PARNELL AVE
EDINA MN 55435

PID: 3002824230085
KENNETH M CHAVIS
6509 RYAN AVE
EDINA MN 55435

PID: 3002824230086
NANCY J LAWRENCE
MARK B LAWRENCE
6508 PARNELL AVE
EDINA MN 55435

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VERA K KASTRATOVICH
BRANKO J KASTRATOVICH
6528 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230088
MOHAMED IBRAHIM
6401 SHERWOOD AVE
EDINA MN 55435

PID: 3002824230089
MARY BRECKENRIDGE QUELLO
DAVID QUELLO
4841 64TH ST W
EDINA MN 55435

PID: 3002824230090
WESLEY H TORSCH
MARY S O TORSCH
6532 WEST SHORE DR
EDINA MN 55435

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(OFFICIAL PUBLICATION)
CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

NORMANDALE NEIGHBORHOOD ROADWAY RECONSTRUCTION

IMPROVEMENT NO. BA-394

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

Normandale Neighborhood Roadway Reconstruction	Estimated Total Assessment Cost
Improvement No. BA-394	$1,270,000

The area proposed to be assessed by the proposed improvements includes all properties between and including:

4717 to 4860 64th St. W., 6317 to 6533 Parnell Ave, 6324 to 6517 Ryan Ave,
6400 to 6533 Sherwood Ave, and 6320 to 6532 West Shore Dr.

These properties are proposed to be assessed at approximately $12,300 for street reconstruction and $2,500 for sanitary sewer pipe between the trunk pipe and the right-of-way line, per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

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Appendix K

Edina Transportation Commission Review Data and Meeting Minutes

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MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 25, 2012
6:00 P.M.

CALL TO ORDER

Director Houle called the meeting to order in the absence of the chair and vice-chair. He explained that the bylaws require the commission to nominate an acting-chair under this circumstance. **Member Janovy was nominated as acting-chair by member Franzen and the nomination was seconded by member Surya. No other nominations were made and the nomination closed. All voted aye. Motion carried.**

APPROVAL OF MEETING AGENDA

Motion was made by member Franzen and seconded by member LaForce to approve the meeting agenda.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF SEPT. 20, 2012

The following corrections were made: Page 2, Traffic Safety Committee, 3rd paragraph, delete *'30 mph*' and replace with *'25 mph;'* delete '*pick the speeds that 85% of drivers are traveling'* and replace with '*the 85th percentile speed is the speed at which 85% of drivers are traveling at or under;'* and page 3, delete '*None*' and add '*Receive minutes of Aug. 14, 2012*.' **Motion was made by member LaForce and seconded by member Surya to approve the amended minutes of Sept. 20, 2012. All voted aye. Motion carried.**

COMMUNITY COMMENT – None.

REPORTS/RECOMMENDATIONS

do.town Update

Mr. Flynn Rico-Johnson explained the do-town initiative is a partnership with the cities of Bloomington, Edina and Richfield and Blue Cross Blue Shield of Minnesota which aims to address unhealthy and inactive lifestyles and make residents healthier. They are doing this by conducting walking audits. Residents volunteer to walk certain streets and evaluate the infrastructure to see what is wrong with it. He said the point is not to avoid certain streets but to identify what can be done to make improvements, e.g. no sidewalk, no streetlights, etc. The audits are for people of all ages and focus on places most often traveled such as schools, parks, major shopping districts, etc. He said Edina is a vibrant city and they are looking for ideas and help with getting the information out so that they can do more audits and help the City address the concerns when projects are done.

Member Janovy said the City Council and the ETC received letters from residents that have done the walking audit. She asked if the audit is better done person by person or in a group. Mr. Rico-Johnson said the 50th/Halifax Ave area audit included different families and this brings different perspectives because each family may have different reasons for walking and because of this, they prefer to have as many people involved. He said they would like to do walking audits during the winter too and volunteers can contact him at flynn@do-town.org or info@do.town.org.

Member Janovy asked if they are doing similar audits for biking and he said it is more difficult to do but they are working on it. He said the biking audit can be done by an individual riding his/her favorite route and evaluating it.

Hennepin County Pedestrian & Bicycle Plan

Ms. Rose Ryan, pedestrian and bicycle planner with Hennepin County said they are working on their first ever county-wide pedestrian plan funded by a five year grant from the Centers of Disease Control called Communities Transformation Grant. She said the purpose is to prevent chronic disease and since walking is an easy physical activity with great benefits, they are using pedestrian/ bicycle planning to set up a framework for a healthy community design.

To accomplish their goals of increasing the rates of walking, safety of walking and improved health of county resident, Ms. Ryan said they will be identifying sidewalk gaps, difficult crossings, prioritize improvements to the pedestrians system and coordinate with other agencies/organizations to reach their goals.

Ms. Ryan said planning began this past summer with 10 workshops in various communities and the final plan will be submitted to the County Board next summer. She asked for feedback and said the draft plan would be available for review.

Mr. Houle noted that the map of existing sidewalks in Edina that Ms. Ryan was working from was inaccurate as it reflected proposed sidewalks and not actual sidewalks. Some areas suggested were missing gaps on France Avenue, Xerxes Avenue, Vernon Avenue by Schaefer Road and View Lane, W. 66th from France to York, and York Avenue.

Xerxes Avenue Restriping – from 60th Street West to TH62

Director Houle said this was initiated by a resident through the TSC. The issues were congestion and lanes that are not clearly marked by TH62. This was referred to Hennepin County and they drafted a restriping plan. Area residents and city of Minneapolis are supportive of the plan and staff would like feedback from the ETC.

Two suggestions were made that Director Houle will take back to Hennepin County. They were to taper the line where parking ends to make it clear; and add no parking sign where the full width of parking ends because drivers tend to park over the white line where tapering ends.

Pedestrian and Cyclist Safety Fund Policy

Member Janovy said Manager Neal is seeking feedback from the ETC on his draft Pedestrian and Cyclist Safety Fund Policy. The franchise fee would come from Edina customers of Xcel Energy and CenterPoint Energy to be used for non-motorized transportation.

After discussion, which included the reasons for implementing the franchise fee and the lack of funding for sidewalks, the ETC suggested the following:

1. Use funds for construction only, not for staffing;
2. Change the name from Pedestrian and Cyclist Safety Fund to Active Living Infrastructure Fund to emphasize active living;
3. Identify a certain percentage that will be used for construction vs staffing;

4. Chair Nelson's suggestions which is attached;
5. Clarity on the meaning of 'maintenance' and consider changing it;

2013 Work Plan

Member LaForce likes the revised plan. Member Janovy suggested changing Living Streets Policy: Implementation to Living Streets Policy and Implementation Plan; Director Houle will check to see if Safe Routes to School Comprehensive Plan is the correct name; and change Ordinance Review for Policy to Review Ordinances for Conformance to Policy. Member Janovy asked if the $150,000 would be in the budget for the Living Streets Policy and Director Houle said he did not know.

Motion was made by member Iyer and seconded by member LaForce for members Thompson and Iyer to write an advisory communication to the City Council to consider putting $150,000 in the budget to fund Living Streets Policy development.

Member Franzen suggested laying out exactly how the $150,000 would be spent. Member LaForce concurred and said he is not sure what the amount is or should be. Director Houle said the amount was identified by the consultant and that he could contact him for a breakdown.

All voted aye. Motion carried.

2013 Neighborhood Reconstruction Projects

Director Houle presented the four 2013 Neighborhood Reconstruction Projects with the primary focus being on transportation-related reconstruction and not utility. He said a second survey was sent to residents to see if they would like sidewalks and streetlights now that they are to be funded by the franchise fees and majority of respondents said no. A special public hearing meeting is scheduled for Dec. 11 for the City Council to consider approvals.

Director Houle said the feasibility studies were also distributed to fire, police, public works, parks and recreation, the school district, and BETF for feedback, but to date, have not received any feedback. Member Janovy suggested identifying for each group how the feasibility study relates to them, e.g. identify the walking zone for the school district.

Director Houle said all of the streets in all four neighborhoods are in similar condition - - constructed in the 1960's and have alligator cracks, exposed base course and utility issues.

Mendelssohn A

Proposed improvements are new bulkhead curb and gutter, except for Spruce Road which is 14 ft. wide and will get rainbow curbs instead, and new pavement. The proposed assessment is $16,150. Member Janovy said she submitted feedback to staff on the feasibility studies. She asked if Director Houle had considered splitting this neighborhood in two and he said he hadn't but will take a look at it.

Normandale

Proposed improvements are spot repair to curb and gutter, new pavement, and a sidewalk on W. 66th Street. Proposed assessment is $16,100, including private sanitary sewer upgrades; and $12,300 for a few residents whose sanitary sewer is not in the street and therefore not required to upgrade.

Member Janovy said the BETF said West Shore Drive is a primary bike route and recommended separated bike lanes or road markings and signage. Member Iyer concurred and recommended dedicated bike lanes. He said parking should not be an issue because there is a parking lot nearby. Member Janovy suggested an off-road trail for consideration. Director Houle said he will schedule an informational meeting with residents to share the suggestions and gather feedback.

Braemar Hills B, St. Patrick's Lane, Gleason Circle

These three neighborhoods will be presented in one feasibility study but they will be approved separately by City Council. Proposed improvements are spot repair to curb and gutter and new pavement. Proposed assessments are: Braemar Hills B: $9,325, St. Patrick's Lane: $11,300, and Gleason Circle: $11,600.

Lake Edina

Proposed improvements are spot repair to curb and gutter and new pavement, plus narrowing the curb line at Hibiscus Avenue & West Shore Drive to reduce storm water run-off. Proposed assessment is $11,900.

Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon. Director Houle said he will schedule an informational meeting with residents to share the suggestion and gather feedback.

Traffic Safety Committee Report of Oct. 3, 2012

There were no action items in this report. Director Houle will follow up on the counts that were done in member Whited's neighborhood and on W. 44th Street.

Updates

Student Members

Member Schwieger noted that 'fascism' was still painted on the stop sign. Director Houle will follow up on this.

Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

Living Streets Working Group

No update.

Transportation Options Working Group

Received minutes of Sept. 18, 2012. Member Whited reported that John Dillery and Jill Hentges from Metro Transit attended the Sept. 18 meeting and talked about Metro Transit's transportation options in Edina.

Member Janovy said the time limit is up for this working group and asked if the ETC would like it to continue for another year.

Motion was made by member Franzen and seconded by member LaForce for the working group to continue for another year. Member Whited said they need new members. Director Houle will work with

communications director Bennerotte to do a press release for new members. Member Iyer suggested notifying residents who have applied for boards and commissions positions.
All voted aye. Motion carried.

Communications Committee

Member LaForce said they met with communications director Bennerotte and they now have a good sense of how the committee will work with her. First, the committee will not produce communications or set budget, but instead will provide ideas, tactics, strategies, etc. Secondly, they will provide feedback on the educational material for the Wooddale bike lanes that staff is working on. And lastly, they are planning to have online forums instead of regular meetings which are new for them so they will evaluate its effectiveness and maybe other groups could do the same.

CORRESPONDENCE AND PETITIONS

Received correspondences from City Council packet relating to transportation issues

CHAIR AND COMMISSION MEMBER COMMENTS

Member Janovy said she received a traffic safety request concerning the traffic on South View Lane that she forwarded to Director Houle. Director Houle said the request for flashing lights has been forwarded to the TSC. He said the area will not meet warrants for flashing lights and suggested reviewing the Crosswalk Policy when they create the Pedestrian Plan. In the meantime, they will be rotating the in-road pedestrian signs to this area and they should be there this week (there are 10-12 that are rotated throughout the city).

Member Iyer said he's noticed some errors on the bicycle facility map that he will forward to Director Houle.

Regarding the bike lanes on Wooddale Avenue, Member LaForce said he is hopeful that they will be able to figure out a way to help residents but he said they should be thinking about ways to reach those who are coming to the city for the first time.

STAFF COMMENTS

The biking on sidewalks ordinance will be on the Nov. 20 City Council meeting.

The Southwest Transit Environment Impact Statement is available for review in Community Development-Planning in City Hall.

Continue to observe the Wooddale Avenue advisory bike lanes and the number of signage may be reduced. Staff is considering installing yellow tabs as a temporary measure to delineate the center line. Director Houle said City of Minneapolis did the same striping on 14th Street and it did not generate the kind of responses that Edina's is getting; he also said W. 54th Street was restriped similarly and it has not generated the kind of responses either. Member Iyer asked if Edina's communication was the same or different from Minneapolis and Director Houle said it was very similar. Member LaForce asked if there have been any accidents since it was restriped and Director Houle said there have been two – one with a parked car and the other was a rear-ended.

Other thoughts and suggestions were: removal of signs that are not required; W. 54th Street has symmetry with parking lanes on both sides; Minneapolis too has symmetry with parking lanes on both sides that are

often filled with parked cars while the parking lane on Wooddale is usually empty and gives the impression that it is a driving lane; adding yellow tabs could add more confusions and expectation of adding a permanent line.

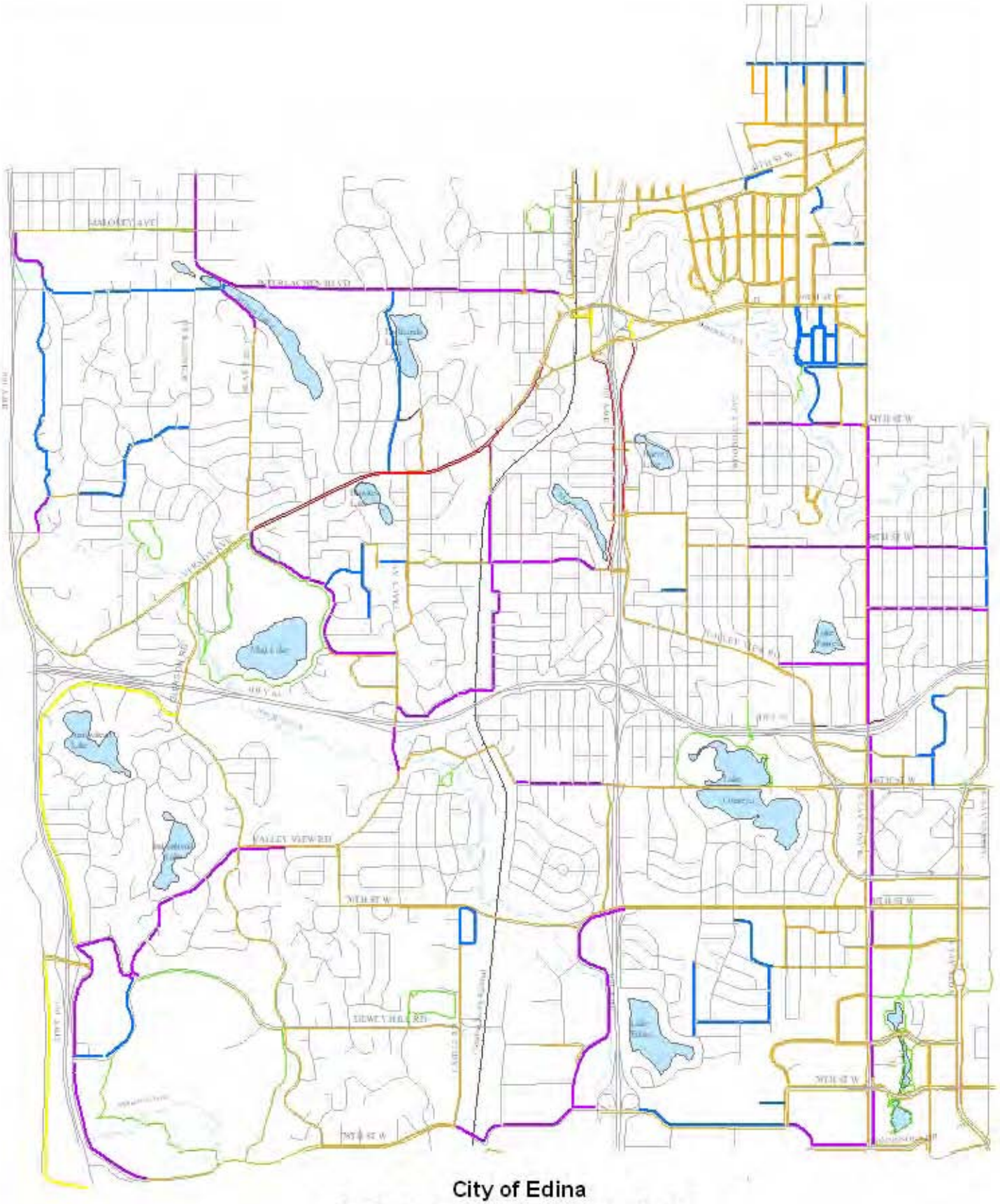
Director Houle said this project has a two year experimental timeframe from the Federal Highway and staff would need their approval as well as Mn/DOTs' to make changes.

ADJOURNMENT

Meeting adjourned.

ATTACHMENT

Attendance spreadsheet.



City of Edina
Draft Pedestrian Facilities - Fig 8.8

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Existing Park Pathway
- Proposed Business/Park/School Sidewalk
- Proposed Sidewalk on Roads Classified Collector & Above
- Proposed State-Aid Sidewalk

Engineering Dept
December, 2011

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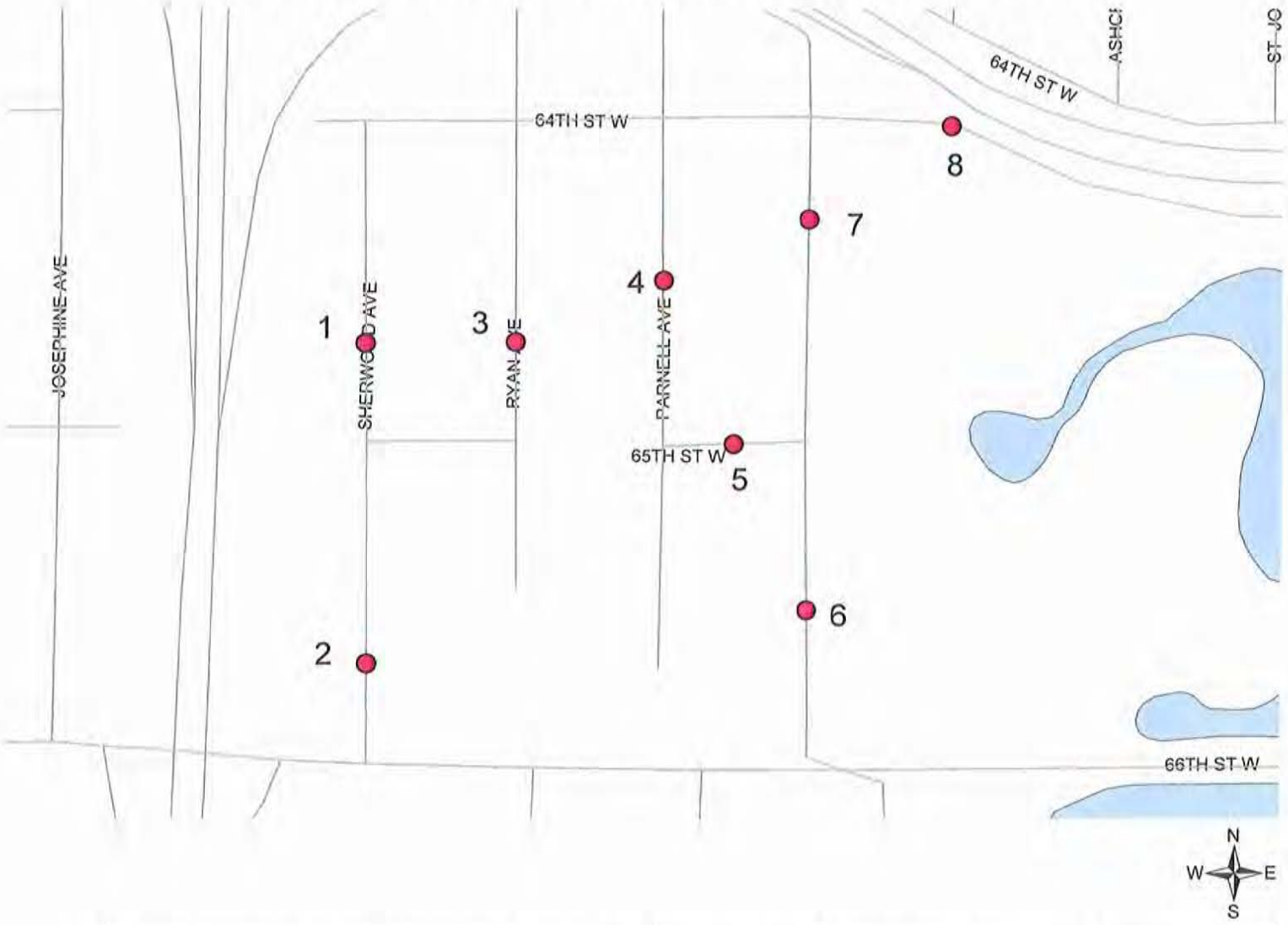
2013 Normandale Traffic Counts



Location	Description	Year	Average Daily Traffic	Average Vehicles Over 25 MPH		85th Percentile Speed*
				NB	SB	
1	Sherwood Avenue north of 65th Street	2012	121	35	20	29.5
				NB	SB	
2	Sherwood Avenue north of 66th Street	2012	350	57	73	27.9
				NB	SB	
3	Ryan Avenue south of 64th Street	2012	40	0	1	21.8
				NB	SB	
4	Parnell Avenue north of 65th Street	2012	37	2	0	22.8
				EB	WB	
5	65th Street east of Parnell Avenue	2012	118	2	3	22.2
				NB	SB	
6	West Shore Drive north of 66th Street	2012	413	52	48	26.5
				NB	SB	
7	West Shore Drive south of 64th Street	2012	261	62	35	27.6
				EB	WB	
8	64th Street east of West Shore Drive	2012	238	12	17	24.4

* 85th percentile speed is the speed at which 85% of vehicles measured are travelling at or below.

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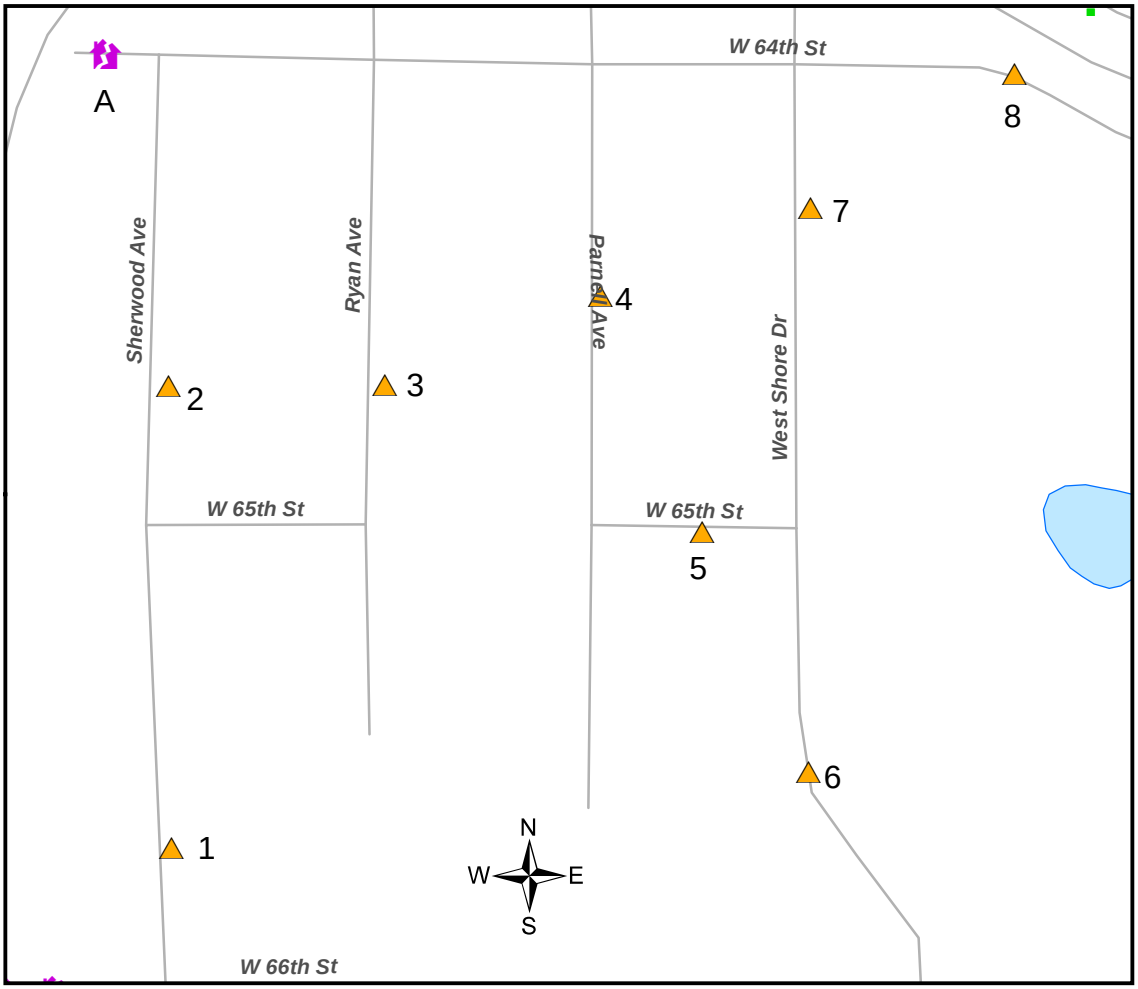
2013 Normandale Traffic and Crash Data



Traffic Data

Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	Sherwood Avenue	2012	350	27.9
2	Sherwood Avenue	2012	121	29.5
3	Ryan Avenue	2012	40	21.8
4	Parnell Avenue	2012	37	22.8
5	65th Street West	2012	118	22.2
6	West Shore Drive	2012	413	26.5
7	West Shore Drive	2012	261	27.6
8	64th Street West	2012	238	24.4

Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2007	Oct.	2200

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CITY OF EDINA

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com

MEMO

Date: 10/22/2012

To: Chad Millner

cc:

From: Byron Theis

Re: Traffic Requests in 2013 Neighborhood Reconstruction

Chad,

I have looked at the neighborhoods that are up for reconstruction in 2013 for any recent traffic safety requests. They are listed below.

-Mendelssohn: One request for parking restrictions in 2009. Request was asked to be removed by requestor.

-Braemar Hills: No Requests

-St. Patrick's Lane: No Requests

-Gleason Circle: No Requests

-Normandale: One request in 2009 for parking restrictions on West Shore Drive. Request was denied.

-Lake Edina: Two requests in the same area on Normandale Road between Aspasia Lane and Trillium Lane. Both requests were for speed enforcement in the area in 2009 and 2012. 2009 had no response from requestor. 2012 request was sent to EPD for enforcement after a traffic count was done.

If there are any questions about the requests, please let me know.

Regards,

Byron Theis, Traffic safety Coordinator

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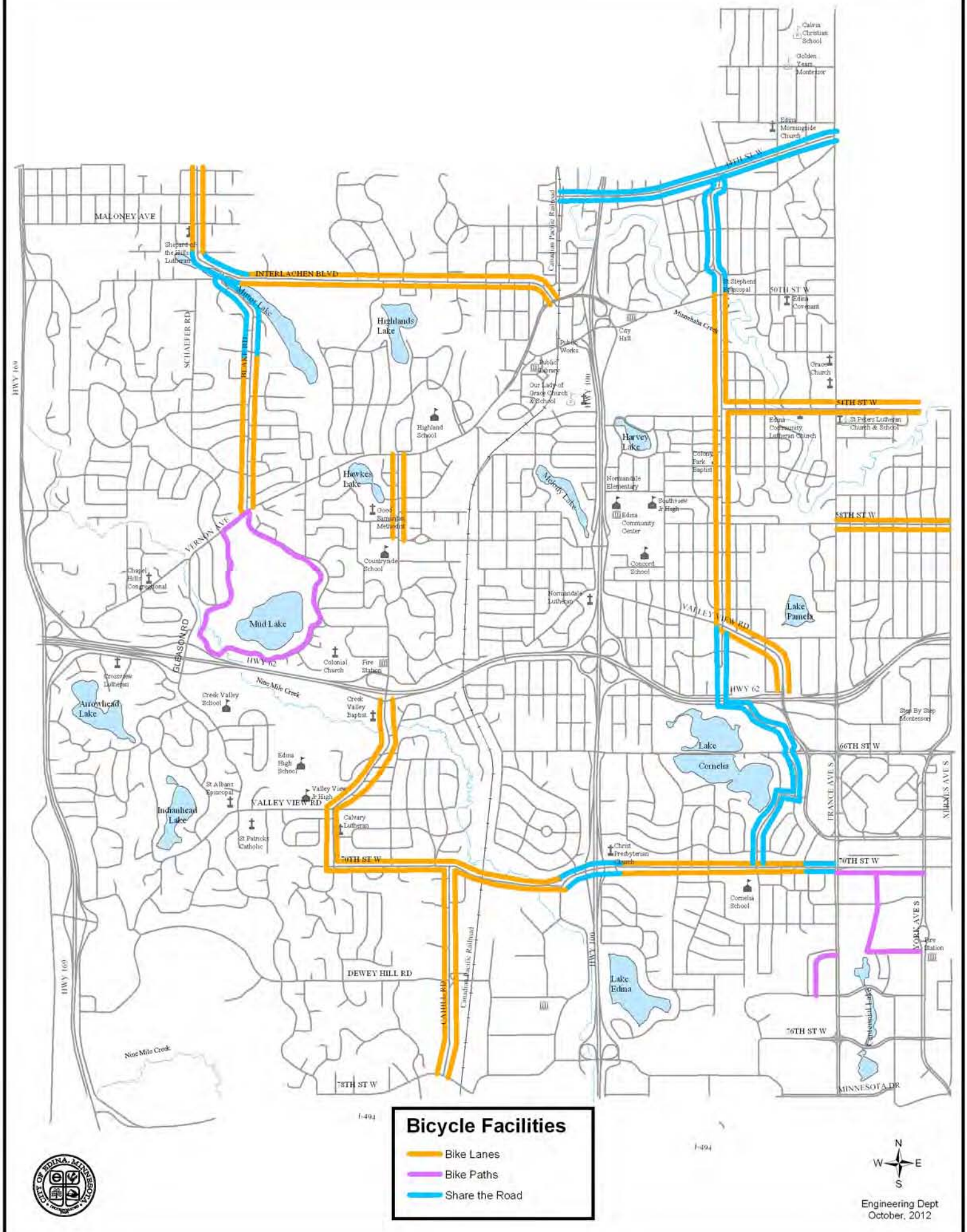
Bicycle Facilities
Bike Lanes
Bike Paths
Share the Road
N
W
E
S
Engineering Dept
October, 2012
MALONEY AVE
INTERLACHEN BLVD
SCHAEFER RD
BLAKE RD
VERNON AVE
GLEASON RD
HWY 62
HWY 169
HWY 100
I-494
DEWEY HILL RD
CAHILL RD
VALLEY VIEW RD
70TH ST W
66TH ST W
58TH ST W
54TH ST W
50TH ST W
76TH ST W
78TH ST W
FRANCE AVE S
YORK AVE S
Minnehaha Creek
Nine Mile Creek
Canadian Pacific Railroad
Highlands Lake
Mud Lake
Hawkes Lake
Harvey Lake
Lake Pamela
Lake Cornelia
Lake Edina
Arrowhead Lake
Indianhead Lake
Minnow Lake
Mirror Lake
Calvin Christian School
Golden Years Montessori
Edina Morningside Church
St Stephens Episcopal
Edina Covenant
City Hall
Public Works
Public Library
Our Lady of Grace Church & School
Grace Church
Edina Community Lutheran Church
St Peters Lutheran Church & School
Colony Park Baptist
Normandale Elementary
Southview Jr High
Edina Community Center
Concord School
Normandale Lutheran
Highland School
Good Samaritan Methodist
Countryside School
Chapel Hills Congregational
Colonial Church
Fire Station
Crosstown Lutheran
Creek Valley School
Creek Valley Baptist
Edina High School
Valley View Jr High
St Albans Episcopal
St Patricks Catholic
Calvary Lutheran
Christ Presbyterian Church
Cornelia School
Step By Step Montessori
Fire Station
MINNESOTA DR

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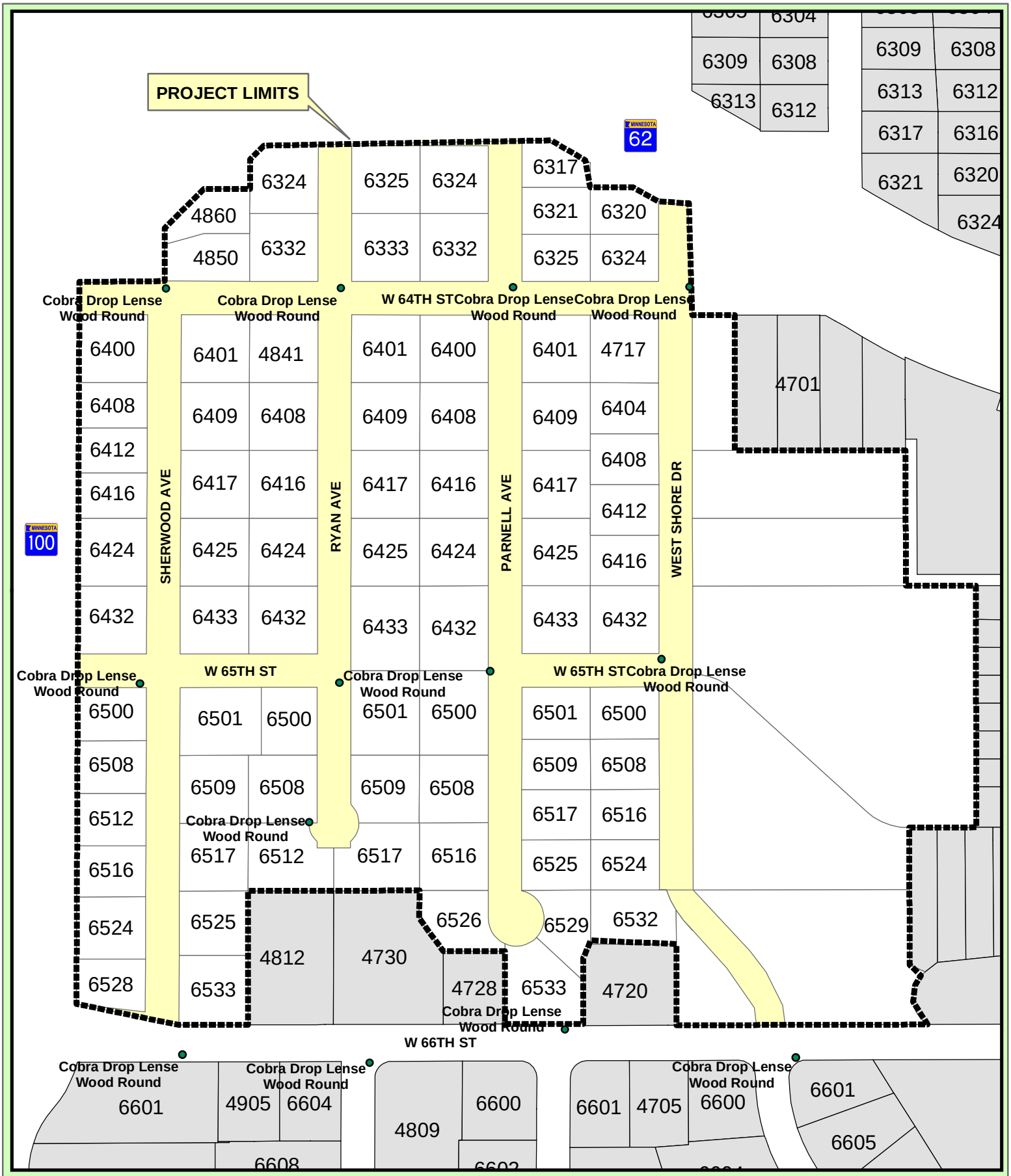
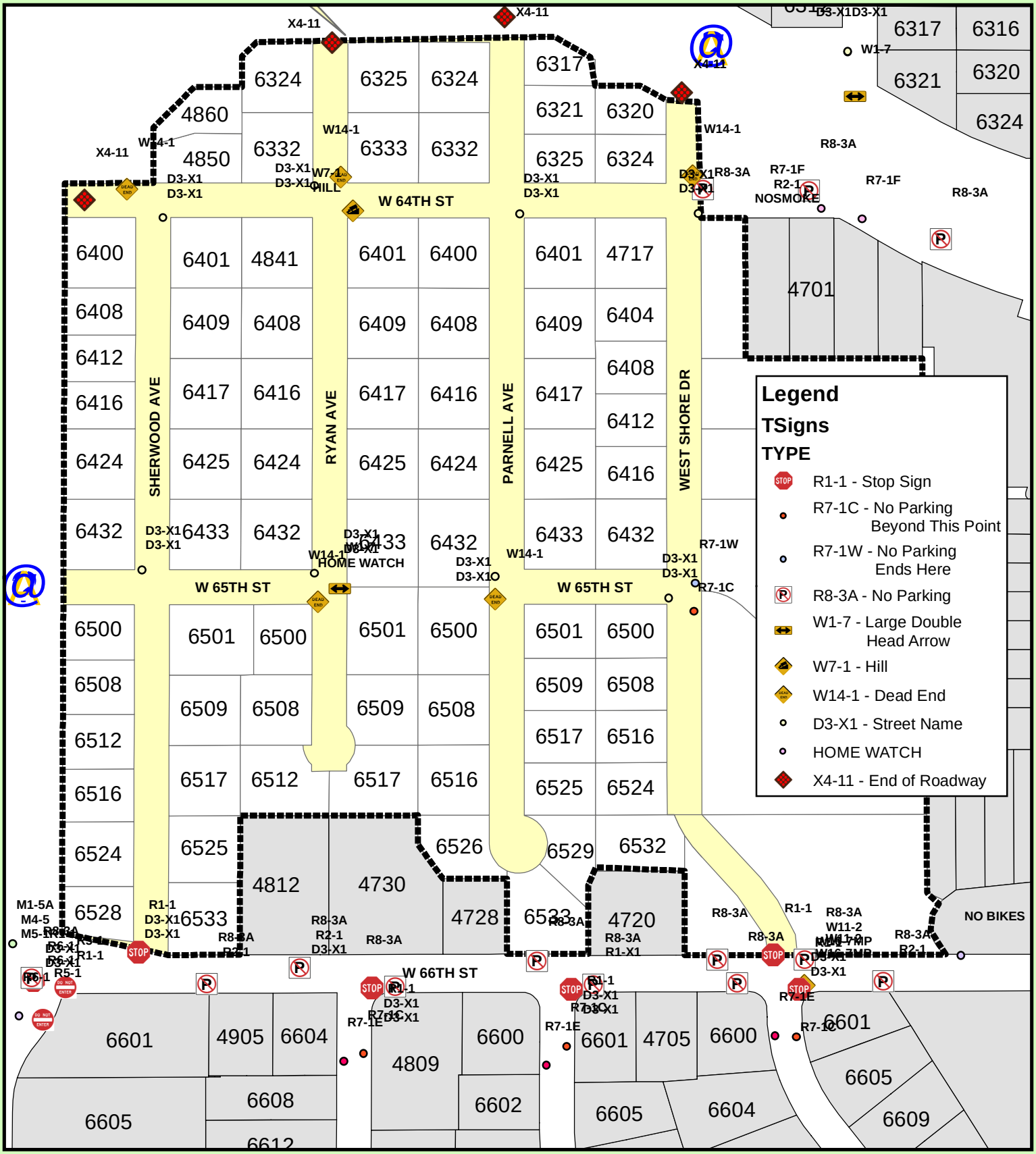


Street Lights
Normandale Street Reconstruction
Improvement No: BA-394

N
W E
S

Engineering Dept
October, 2012



Signs
Normandale Neighborhood
Roadway Reconstruction
Improvement No: BA-394

CITY OF EDINA, MINNESOTA

N
W E
S

Engineering Dept
October, 2012

To:
Cc:
Bcc:
Subject:

Toby Muse | FYI - BETF comments are below. Toby Muse, P... | 11/08/2012 08:52:11 AM

From: Toby Muse/seh
To: Paul Pasko/seh@seh,
Date: 11/08/2012 08:52 AM
Subject: Fw: Meeting

FYI - BETF comments are below.

Toby Muse, PE | Project Manager
SEH | 10901 Red Circle Drive, Suite 300 | Minnetonka, MN 55343
952.912.2616 direct | 888.908.8166 fax
www.sehinc.com
SEH–Building a Better World for All of Us™

----- Forwarded by Toby Muse/seh on 11/08/2012 08:51 AM -----

From: Wayne Houle <WHoule@EdinaMN.gov>
To: Chad Millner <cmillner@EdinaMN.gov>, "Toby Muse (tmuse@sehinc.com)" <tmuse@sehinc.com>,

Date: 11/08/2012 08:19 AM
Subject: FW: Meeting

Please include these comments with the feasibility study.

Wayne Houle, Director of Engineering
952-826-0443 | Fax 952-826-0392
WHoule@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Peter Kelley [mailto:katie1_lizzie2@yahoo.com]
Sent: Thursday, November 08, 2012 8:17 AM
To: Wayne Houle
Subject: Re: Meeting

Thanks Wayne,

I thought I'd gotten them comments out. Sorry, must have slipped through the cracks. Here's are general thoughts on the two areas that have bike routes:

a. Lake Edina area: Hibiscus and Kellogg are designated as primary bike routes in the comp plan. Group discussed access via West Shore Drive and possible future connections to 9 mile creek trail. As this is completely a residential area near few obvious bike destinations at the moment, it was felt that no special treatment was called for apart from possible signage indicated a bike route.

b. Normandale Neighborhood: Westshore Drive is a primary bike route. Close proximity to the Edina Water park and the ped bridge over Hwy 62 make Westshore drive an important bike route. The group recommends the redevelopment project consider a separated bike lane, or at minimum road markings and signage. Discussion included questions related to the prohibition of bikes on the paths around Lake Cornelia and if there was any chance of that being lifted.

Author of Paraglide, a young-adult adventure novel
Sample or purchase Paraglide at Amazon.com

From: Wayne Houle <WHoule@EdinaMN.gov>
To: 'Peter Kelley' <katie1_lizzie2@yahoo.com>
Cc: Chad Millner <cmillner@EdinaMN.gov>
Sent: Wednesday, November 7, 2012 9:46 AM
Subject: RE: Meeting

Peter:

Sounds good to me. Can you forward the BETF's comments on the Neighborhood Reconstruction Feasibility Studies? I don't believe that I have seen them yet.

Wayne Houle, Director of Engineering
952-826-0443 | Fax 952-826-0392
WHoule@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Peter Kelley [mailto:katie1_lizzie2@yahoo.com]
Sent: Wednesday, November 07, 2012 9:44 AM
To: Wayne Houle
Subject: Meeting

Hi Wayne,

I've got a meeting on the calendar for today at 1:00, but something's come up and I need to cancel. Sorry for the late notice. I don't have too much to discuss, so I think we can just wait until December if that's okay with you?

Hope things are going a bit more smoothly for you.

Peter

Author of Paraglide, a young-adult adventure novel
Sample or purchase Paraglide at Amazon.com

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Appendix L

November 7, 2012 Normandale Neighborhood Informational Meeting

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Normandale
Neighborhood Roadway Reconstruction

October 29, 2012

Dear Resident:

Please plan to attend an informational meeting about a bike lane and the sanitary sewer service replacement program from 5:30 to 7 p.m. Wednesday, Nov. 7 at the Public Works and Park Maintenance Facility located at 7450 Metro Boulevard.

The Edina Transportation Commission (ETC) recently reviewed the draft feasibility study for the Normandale Neighborhood Roadway Reconstruction Project and recommended a bike lane along the east side of West Shore Drive from 64th Street to 66th Street. Please recall that pedestrian facilities are no longer special assessed under the revised special assessment policy.

We will also continue the discussion about the sanitary sewer service replacement program. Recall that the sanitary sewer service replacement is assessable.

Please save the date of Dec. 11 for a project hearing before the City Council.

If you have any questions, please contact Toby Muse at 952-912-2616 or tmuse@sehinc.com or me at 952-826-0318 or cmillner@EdinaMN.gov.

Sincerely,

Chad A. Millner

Chad Millner, PE
Assistant City Engineer

ENGINEERING DEPARTMENT
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

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2013 Normandale Neighborhood Roadway Improvements BA-394 Informational Meeting

November 7, 2012

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Agenda

- Introductions
- Project Location
- Process & Timeline
- Project Details
  - West Shore Drive Primary Bike Route
  - Assessment for Sanitary Sewer Service Pipe Reconstruction
- Communications
- Q&A

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Introductions

SEH Staff

Project Manager
Toby Muse

Sr. Project Manager
Paul Pasko

City Staff

Asst. City Engineer
Chad Millner

Engr. Coordinator
Sharon Allison

Environ. Engr.
Ross Bintner

Director of Engineering
Wayne Houle

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Process

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Typical Timeline

August/September	Evaluate Infrastructure / Informational Meeting
October 25, 2012	Edina Transportation Commission (ETC) reviews draft feasibility report
December 11, 2012	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring 2014	Warranty work
Summer/Fall 2014	Final assessment hearing

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Project Location

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Questionnaire Results

Neighborhood	% of Questionnaires Returned	Has a Sump Pump		Change Existing Lighting		Prefer New Sidewalk	
		Yes	No	Yes	No	Yes	No
Normandale	63% (52 / 83)	7 (13%)	43 (83%)	21 (40%)	27 (52%)	6 (12%)	45 (87%)

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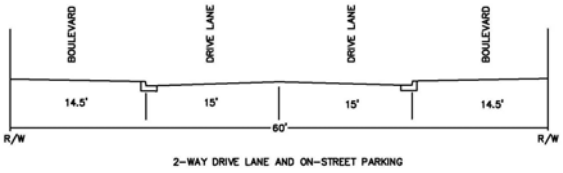
Existing Typical Section



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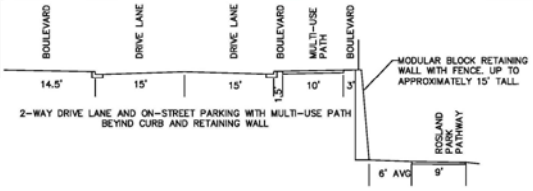
Proposed Typical Section



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Proposed Type of Retaining Wall

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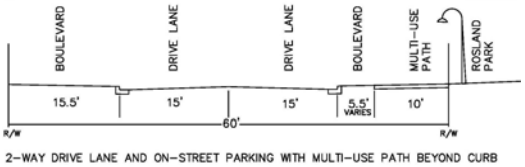
Proposed Typical Section



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Proposed Lights

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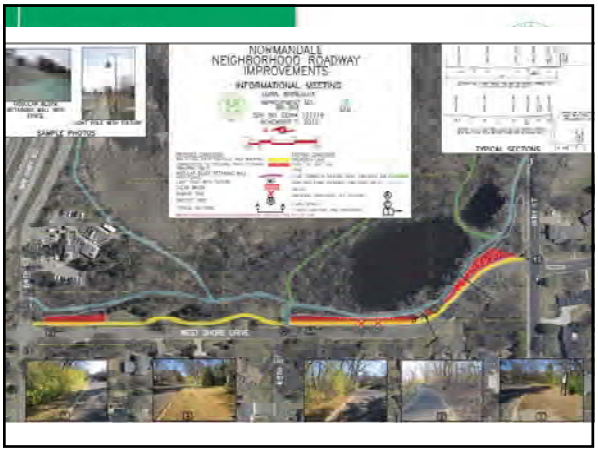

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Typical Section Showing Sanitary Sewer Service Ownership

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Proposed Sanitary Sewer Service Improvements

- Homeowner can reconstruct segment C using their own contractor and
  - You have the option to add the cost to your street assessment,

  or
- The City will reconstruct segment C using its contractor and the cost ($2,500) is automatically added to the cost of your street assessment.

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Preliminary Assessments

Neighborhood	Estimated Assessment per REU	# of REU's
Normandale – Street	$12,300	89
Normandale – Sanitary Sewer Service	~~$3,800~~ $2,500 (1)	70
Total Preliminary Assessment	$12,300 - ~~$16,100~~ $14,800	

(1) This is not an estimate.

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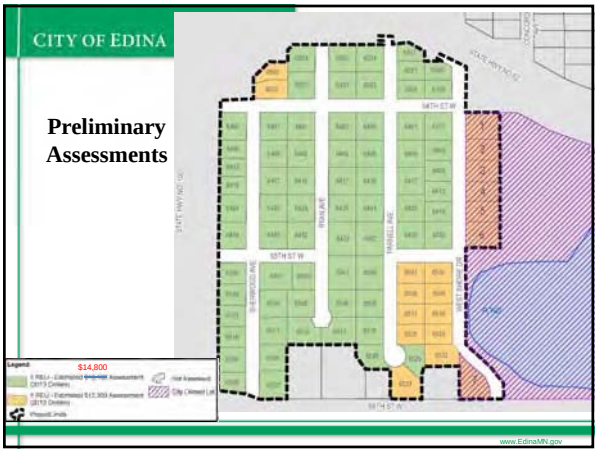
Preliminary Assessments



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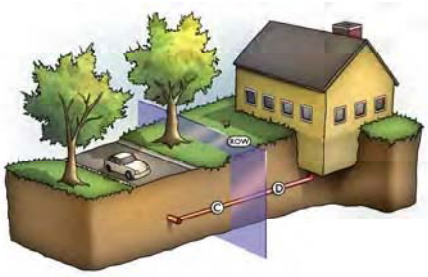
Typical Section Showing Sanitary Sewer Service Ownership



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What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

Providing Input

- Informational meetings, comment cards, public hearings and questionnaires

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Communication Tools

- Become a neighborhood captain to help facilitate project communication.
  - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current.*
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

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City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
  - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.
- Don't delay; sign up today!

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CITY OF EDINA

Thank you!

Questions?

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Normandale Neighborhood Roadway Improvements
Sidewalk Informational Meeting
November 7, 2012

	NAME	ADDRESS
1	CHUCK SEDGWICK	6517 RYAN AVE
2	Barb Vogt	6333 Ryan Ave.
3	Beverly Johnson	6432 Ryan Ave S
4	Delores Ahl	6325 Ryan Av. S.
5	Barb Stortz	6409 Parnell Ave
6	Pat Kattleman	6416 West Shore Dr.
7	Allen C. Johnson	6525 Sherwood Ave
8	SCOTT FORBES	6516 WEST SHORE DR.
9	KEN CHAVIS	6509 RYAN AVE.
10	SKIP THOMAS	
11	Kara Carpenter	6801 Sherwood Ave
12	/	
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From:	Irene Olson
To:	tmuse@sehinc.com
Subject:	bike land along West Shore Dr.
Date:	11/05/2012 11:52 AM

I have asked to have my email address added to your information file, but do not get it. I only hear about what is going on by my neighbor. Please add my email address irene6404@gmail.com. Thank you.

We am very much against adding a bike lane on West Shore Dr. First there is a walking lane around the lake, but the people with their children and dogs walk on the rode with the bikes. This is a bad accident waiting to happen. They do not ever think about the cars driving on the road that was indeed made for cars. If you add a bike lane, they will NOT stay in the bike lane. I know that there will be a serious accident if this happens. Think about this before you add another bike lane which we do not need.
Roy & Irene Olson.

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2013 Normandale Neighborhood Roadway Improvement Project
Summary of November 7, 2012 Informational Meeting Question and Answer Session
Meeting Location: Public Works and Parks Maintenance Facility
Meeting Time: 5:30 pm to 7 pm

Number	Question	Answer
1	Why can't more City lots be added to the City's portion of the assessment?	City owned property was divided into 7 REUs on buildable land. The lot sizes are in proportion to the size of other REUs in the neighborhood already developed.
2	Are there other dedicated bicycle route options for this project, like on-street lanes?	Staff considered on-street bicycle lanes but determined they were not feasible because 1) there is a long review process to gain approval from the federal government and 2) the addition of bicycle lanes on both sides of the street would cause a parking hardship for properties located mid-block between 64th Street and 65th Street and between 65th Street and 66th Street.
3	Why aren't bicycles allowed on the Rosland Park pathway?	Multi-use travel around the trail would present a safety hazard due to the existing tight curves on the trail. There is not enough adequate sight distances to avoid bicycle/pedestrian collisions.
4	Why not bury the multi-use trail closer to the walking path and hide it from the street?	Staff will consider this option and present it in the feasibility study for Council review.
5	Will landscaping near 66th Street be incorporated if the multi-use trail is included as part of the project?	Yes, the City will review the Comprehensive Water Resource Management Plan to take a look at how incorporating proposed landscaping features will contribute to water quality contributions to the nearby pond.
6	How many bikes use this area?	The City does not count bicycle traffic, but expects that if a multi-use path is incorporated, bicyclists from the south and west of the neighborhood will use the route to access the pedestrian/bike bridge over Highway 62 and the water park.
7	What is driving this project, the street reconstruction portion or the sanitary sewer portion?	Ultimately, the street reconstruction portion. Since the sanitary sewer system is in poor condition, now is a good time to rehabilitate/reconstruct it as well.
8	My sanitary sewer service is 26 years old, do I have to replace it?	Check in with the City's building department to see if there are records of what upgrades have been done to your sanitary sewer service. If you have upgraded your service from at least the property line to the main, you will be exempt from the sanitary sewer service reconstruction assessment portion of the project.
9	Does Segment D need to be upgraded as part of the project?	No. Only Segment C will be required to be reconstructed as part of this project. However, staff recommends you at least get quotes from private contractors to reconstruct Segment D along with Segment C to avoid possible future repair costs.
10	Can we upgrade Segment D at a later date?	Yes. You can upgrade Segment D at any time, but if you choose to do it as part of this project, there will be defined timeframes when the work will need to occur in order to continue project progress.
11	How long will a liner last?	Manufacturers state 50 years.

FEASIBILITY STUDY

BRAEMAR HILLS B, ST PATRICKS LANE AND GLEASON CIRCLE NEIGHBORHOOD ROADWAY IMPROVEMENTS

Scotia Drive, Tupa Circle, Tupa Dr, St Patricks Lane and Gleason Circle

IMPROVEMENT NO. BA-395, BA-396 & BA-397

November 14, 2012

ENGINEERING DEPARTMENT
CITY OF EDINA

I hereby certify that this feasibility study was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Chad A. Millner — 43790 — 11/13/12

Chad A. Millner — Reg. No. — Date

Approved Wayne D. Houle 11/13/12

Wayne D. Houle, PE — Date

Director of Engineering

FEASIBILITY STUDY – BA-395, BA-396, and BA-397

ENGINEERING DEPARTMENT
CITY OF EDINA

BRAEMAR HILLS B, ST PATRICKS LANE, AND GLEASON CIRCLE
NEIGHBORHOOD ROADWAY IMPROVEMENTS
NOVEMBER 14, 2012

SUMMARY:

The Braemar Hills B Neighborhood, St Patricks Lane and Gleason Circle 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 geographical proximity to one another. Each improvement number will have an estimated assessment associated with it. The Council should consider each improvement project number separately.

The Braemar Hills B Neighborhood, St Patricks Lane and Gleason Circle project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, and upgrades to fire hydrants, curb and gutter spot repair, and reconstruction of bituminous pavement.

The estimated total project cost is $1,220,580. Funding for the project will be from a combination of special assessments and utility funds. The estimated roadway construction cost is $560,580 and will be 100 percent funded by special assessments at a rate of $9,310, $11,300 and $11,600 per REU, for Braemar Hills B, St. Patricks Lane, and Gleason Circle, respectively. Utility improvements and repairs amount to $660,000 and will be funded through the respective utility fund.

The project can be completed during the 2013 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project includes three areas: Braemar Hills B, including Scotia Dr, Tupa Cir and Tupa Dr; St Patricks Ln and Gleason Cir. The drawing below is a detailed project location map of the project (Figure 1).

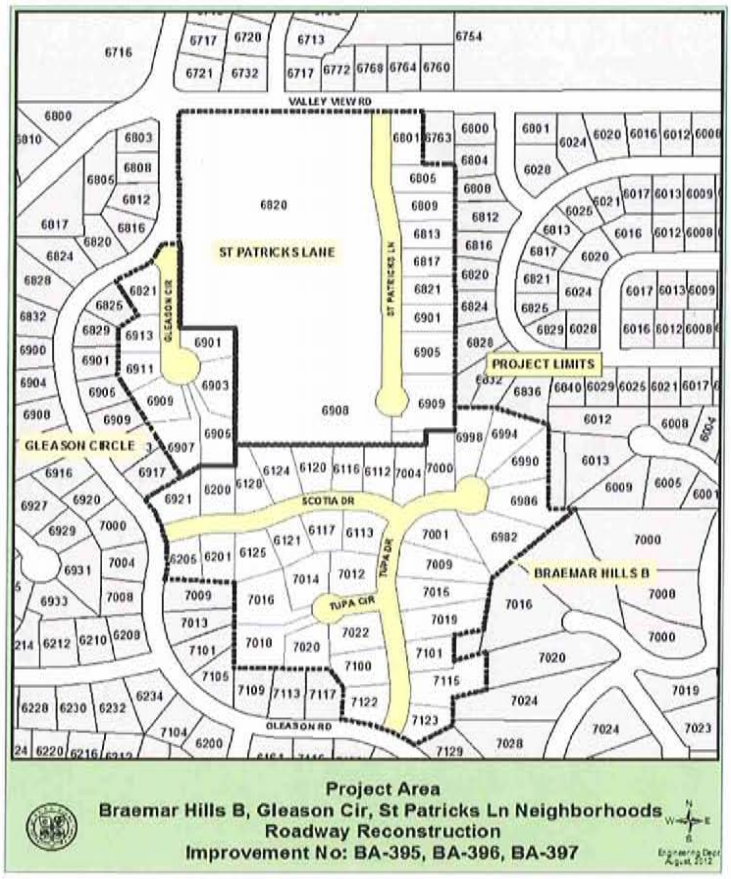

Figure 1. Project Area Map

INITIATION & ISSUES: The Braemar Hills B, St. Patricks Lane and Gleason Circle project was initiated by the Engineering Department as part of the City's street reconstruction program and as identified in the Capital Improvement Program. This project addresses updating aging infrastructure issues associated with watermain, storm sewer, and sanitary sewer systems and the pavement condition.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the draft Living Streets Policy Framework, and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the plan addresses locations of proposed sidewalks facilities and funding options within the City. As shown in Figure 7.10 of Appendix F there are no proposed sidewalk facilities indicated within the project limits.

Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As shown in Figure 7.11 of Appendix F there are no bicycle primary or secondary routes indicated within the project limits.

City of Edina Comprehensive Water Resource Management Plan

The Braemar Hills B, St. Patricks Lane and Gleason Circle Neighborhood Project is located within the Nine Mile Creek Watershed District. The Comprehensive Water Resource Management Plan indicates no storm water issues in the neighborhood. Further evaluation will be done by staff regarding drainage issues resulting from the questionnaires.

Draft Living Streets Framework and Sustainability Evaluation

The Edina Transportation Commission (ETC) is currently developing a Living Streets Policy Framework, which will then progress to developing a Living Street Policy and Plan for the City, see attached Memo from HRGreen and BARR Engineering; consultants helping the ETC with this project. The vision statement expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Although the Living Streets Policy and Plan has not been developed, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

Staff is also including a simple sustainability analysis for this project. This is the first year to include this analysis and we anticipate a more refined analysis in the future that will include review and input from a sustainability team.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment; such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy, what are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

The following is a list of issues, some generated by resident comments, addressed in this report:

- Storm water drainage
- Poor condition of existing pavement
- Existing landscaping, retaining walls, and driveways.
- Sanitary sewer and watermain deficiencies

- Existing mature trees
- Existing lighting

Resident Input

As part of the Engineering Departments practice of notifying residents 18 – 24 months prior to a potential reconstruction project, the residents were invited to an Open House on September 22, 2011.

This meeting was followed up with a questionnaire sent to the property owners on July 13, 2012. The questionnaires were completed and returned by 35 out of 53 property owners, a return rate of 66%. The full questionnaire and responses can be found in Appendix B.

Due to the council's decision to amend the assessment policy to no longer include assessments for sidewalks and street lights and the potential creation of a franchise fee to funds these improvements, a second questionnaire was sent to the property owners on August 17, 2012. Questionnaire No. 2 was completed and returned by 27 out of the 53 property owners, a return rate of 51%. The full questionnaire and responses can be found in Appendix C.

The two key issues that were addressed in this questionnaire were the addition of new sidewalks and installation of decorative lighting. The responses to those questions are shown in Table 1, 2 and 3.

BRAEMAR HILLS B IMPROVEMENT PROJECT –
Results from July 13, 2012 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk	
		Yes	No
35	25	1	24
% of Returned Questionnaires	**71%**	**4%***	**96%***

BRAEMAR HILLS B IMPROVEMENT PROJECT –
Results from August 17, 2012 Questionnaire No. 2 Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
35	22	1	21	14	6
% of Returned Questionnaires	**63%**	**5%***	**95%***	**67%***	**29%***

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

Table 1. Results from Braemar Hills B Questionnaires

ST PATRICKS LN IMPROVEMENT PROJECT –
Results from July 13, 2012 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
10	7	0	7	1	6
% of Returned Questionnaires	70%	0%*	100%*	14%*	86%*

ST PATRICKS LN IMPROVEMENT PROJECT –
Results from August 17, 2012 Questionnaire No. 2 Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
10	7	2	5	4	3
% of Returned Questionnaires	70%	29%*	71%*	57%*	43%*

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

Table 2. Results from St. Patricks Lane Questionnaires

GLEASON CIR IMPROVEMENT PROJECT –
Results from July 13, 2012 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
8	3	0	3	2	1
% of Returned Questionnaires	38%	0%*	100%*	67%*	33%*

GLEASON CIR IMPROVEMENT PROJECT –
Results from August 17, 2012 Questionnaire No. 2 Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
8	3	1	2	2	1
% of Returned Questionnaires	38%	33%*	67%*	67%*	33%*

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

Table 3. Results from Gleason Circle Questionnaires

A neighborhood informational meeting was then held on August 8, 2012 to discuss the improvements planned for this neighborhood. The meeting was attended by 10 residents representing 10 properties. Input from this meeting and comments received throughout the planning of this project have been included in the Appendix.

EXISTING CONDITIONS:

Public Utilities

Sanitary Sewer
Historical records indicate there have not been any sewer backups or blockages in the area. The trunk sanitary sewer system has been televised and has been evaluated for areas that will need repair.

Watermain
The existing watermain system consists of 6" ductile iron pipe (DIP), 6" cast iron pipe (CIP) and two areas of 1 ½" copper. The system has experienced no breaks since being installed. The fire hydrants lack the newer STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

Storm Sewer
The storm sewer system is located within the legal boundary of Nine Mile Creek Watershed. Resident questionnaires commented on a few locations of localized surface drainage issues that will be addressed where feasible.

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. All the utilities are overhead with the exception of the gas lines and some communication lines.

Street lighting consists of standard "ladder rack", "cobra" and "coach lantern" lights mounted on wood and fiberglass poles located at each end of St. Patricks Lane and Gleason Circle and throughout Scotia Drive and Tupa Drive.

Streets

The majority of the roadways in this neighborhood were originally constructed in the 1960's and early 1970's. The roadway widths vary from 26 to 31 feet wide. The pavement condition varies throughout the neighborhood and is in relatively poor condition (Photos 1 & 2).

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Braemar Hills B, St. Patricks Lane and Gleason Circle is 20 as calculated in June 2009. Examples of the raveling and alligator cracking can be seen in Photos 1 & 2. The City of Edina recently hired a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100;

with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

Street grades vary widely throughout the area with some areas that are extremely flat allowing storm runoff to collect along the edges of the roadway causing additional deterioration of the pavement.

The pavement throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

Photo 1. Existing Pavement Condition

Photo 2. Existing Pavement Condition

Traffic and Crash Data

City staff measured traffic volumes and speeds at two locations within or near the neighborhood. The traffic and crash data is shown in Appendix G and J.

Landscaping

Some properties have vegetation, hardscapes (such as boulders and retaining walls) or other landscaped items within the City right-of-way. Many of these landscape items are located directly behind the curb or around existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work.

PROPOSED IMPROVEMENTS:

The Braemar Hills B, St Patricks Lane and Gleason Circle project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, and upgrades to fire hydrants, curb and gutter spot repair, and reconstruction of bituminous pavement.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Public Utilities

Sanitary Sewer
The trunk sanitary sewer has been televised and based on our evaluation portions of the trunk sewer will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods.

Watermain
Watermain upgrades include replacing 1 ½" copper pipes with 6" DIP pipe and associated city owned water service pipes, all gate valves, and upgrading fire hydrants to City standard.

Storm Sewer
Spot repairs will be made to the concrete curb and gutter that are no longer functioning properly.

The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system.

Private Utilities

The local gas utility company, CenterPoint Energy, and cable utility company have indicated that they may upgrade or replace portions of their infrastructure within the project limits. CenterPoint Energy may also coordinate moving gas meters to the exterior of the homes. This work is not part of the City's project but will be coordinated to occur prior to our construction activities.

The other privately utility owners have expressed some interest in upgrading some of their networks within the project limits.

Streets

The project will reconstruct the streets with a bituminous surface to the same width as today while maintaining the majority of the existing curb and gutter.

Residential Roadway Lighting
The questionnaire asked if residents wanted to reconstruct the street lights in the project area. The Breamar Hills B neighborhood showed strong support to reconstruct the street lights with a coach style light. St. Patricks Lane and Gleason Court showed split support to reconstruct the street lights.

Staff is recommending upgrading the current street light system in the Breamar Hills B neighborhood. The light poles would be removed and

replaced in their existing location with the installation of new conduit. The location of the lighting is sufficient to delineate the intersections.

Due to the split support from property owners and the limited access nature of St. Patricks Lane and Gleason Court, staff feels the benefits do not outweigh the costs. Staff is not recommending upgrading the current street light system along St. Patricks Lane and Gleason Court.

Sidewalks

At the August 8, 2012 neighborhood informational meeting staff indicated to the residents that sidewalks within the neighborhood were unlikely. This was based on both the results of the first questionnaire and the Comprehensive Plan. The results of both questionnaires show limited support for sidewalks within this project.

The Edina Transportation Commission (ETC) reviewed the proposed reconstruction plan for the neighborhood and is not recommending the addition of sidewalks.

RIGHT-OF-WAY & EASEMENTS:

The right-of-way for Scotia Dr, Tupa Circle and Tupa Dr, St Patricks Lane and Gleason Circle is 60 feet wide. All proposed improvements stay within this right-of-way and no additional easement requirements are anticipated.

PROJECT COSTS:

The total estimated project cost is $1,220,580 (Table 4). The total cost includes direct costs for engineering, clerical and construction finance costs from start of project to final assessment hearing. Funding for the entire project will be from a combination of special assessment and utility funds. The estimated roadway construction cost is $560,580 and will be 100 percent funded by special assessments. Any new or replaced concrete curb and gutter is included under the storm sewer fund and not special assessed. Utility improvements and repairs amount to $660,000 and will be funded through the respective utility fund.

	Item	Amount	Total Cost
Roadway:	Breamar Hills B	$ 319,612	
	St. Patricks Lane	$ 155,940	
	Gleason Circle	$ 85,028	
Roadway Total:			**$ 560,580**
Utilities:	Breamar Hills B:		
	Storm Sewer	$ 186,000	
	Watermain	$ 91,000	
	Sanitary Sewer	$ 33,500	
	Lighting	$ 74,000	
	St. Patricks Lane:		
	Storm Sewer	$ 69,100	
	Watermain	$ 36,900	
	Sanitary Sewer	$ 65,500	
	Gleason Circle:		
	Storm Sewer	$ 33,700	
	Watermain	$ 27,500	
	Sanitary Sewer	$ 42,800	
Utilities Total:			**$ 660,000**
Total Project:			**$ 1,220,580**

Table 4. Estimated Project Costs

ASSESSMENTS:

The assessments are based on the City's Special assessment policy, dated August 6, 2012. The assessments will be levied against the benefiting adjacent properties, see attached preliminary assessment role in the Appendix. The methodologies for calculating the REU's for properties other than one REU are described below:

Residential Corner Lots:

6821 and 6921 Gleason Road, 0.33 REU = (1 REU) x (1/3 side yard)

Churches: Church of St. Patrick

6820 and 6908 St. Patricks Lane
4.8 REU's = Average [4.1 REU's (Method 1) + 5.4 REU's (Method 2)]

Method 1: 4.1 REU's = 57 (Church ADT) / 14 (Average trips per day per property)

Method 2: 5.4 REU's = (60,555 sf / 1000 sf) x (0.8 REU's per 1000 sf) / (9 accesses)

Based on this policy, the residential equivalent units for Braemar Hills B, St. Patricks Lane and Gleason Cir are shown below with the estimated assessment per REU (Table 5).

Project	REU's	Assessment per REU
Braemar Hills B	34.33	$ 9,310
St Patricks Ln	13.80	$ 11,300
Gleason Cir	7.33	$ 11,600

Table 5. Preliminary Assessments

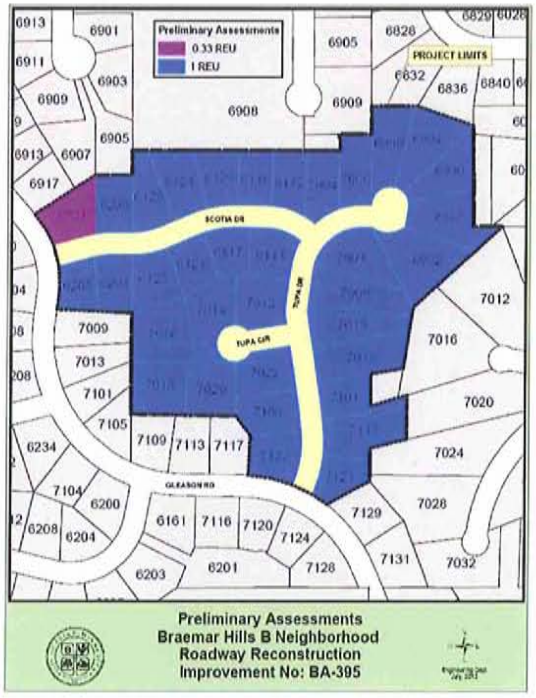

Figure 2. Preliminary Assessment Map – Braemar Hills B

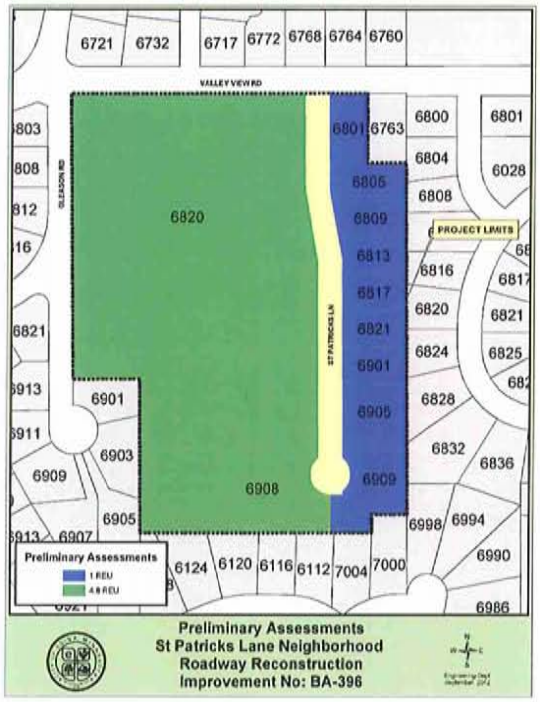

Figure 3. Preliminary Assessment Map – St Patricks Lane

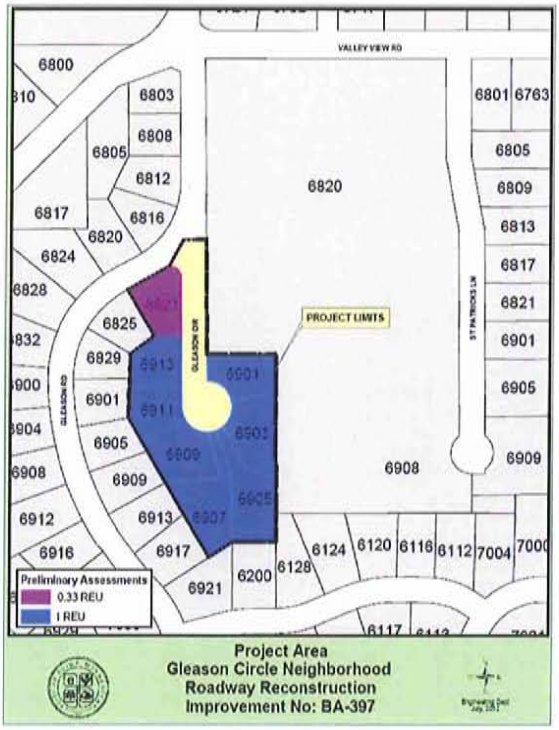

Figure 4. Preliminary Assessment Map – Gleason Circle

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

Project Open House 2011	September 12, 2011
Neighborhood Informational Meeting	August 8, 2012
Edina Transportation Commission Meeting	October 25, 2012
Receive Feasibility Report and Public Hearing	December 11, 2012
Bid Opening	March/April 2013
Award Contract	Spring 2013
Begin Construction	Spring 2013
Complete Construction	Fall 2013
Final Assessment Hearing	Fall 2014

FEASIBILITY: Staff believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Braemar Hills B, St. Patricks Lane and Gleason Circle Neighborhoods.

APPENDIX:

A. 2011 Open House Meeting
B. Property Owners Questionnaire
C. Property Owners Questionnaire No. 2
D. 2013 Neighborhood Roadway Reconstruction Informational Meeting
E. Preliminary Assessment Role
F. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
G. 2013 Breamar Hills B, St. Patricks Lane, and Gleason Circle Traffic / Crash Data
H. Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework
I. Recommendation to Set Public Hearing, Notice of Public Hearing to Residents and Notice of Public Hearing Advertisement
J. Edina Transportation Commission Review Data and Meeting Minutes

APPENDIX A

2011 Open House Meeting

Braemar Hills 'B' and 'C' Neighborhood Roadway and Utility Improvements

September 9, 2011

RE: 2013 Roadway and Utility Improvements

Dear Resident:

The City of Edina has initiated the process of roadway and utility improvements for the summer of 2013 for your neighborhood. The first step is to have an open house to familiarize you with the City's process for street reconstruction.

You are invited to attend an open house on Thursday, September 22, 7:00 p.m. at the Public Works and Park Maintenance Facility, located at 7450 Metro Boulevard. The meeting will consist of a short presentation starting at 7:15 p.m. with question and answer to follow. The presentation will cover topics such as "How are streets selected for reconstruction; Who funds the project; Special assessment; What can I expect during construction; How can I stay informed." Please keep in mind that this meeting will not cover project specific details, that meeting will come at a later time.

The exact amount that you will be assessed for this project will not be available in time for the open house; however, based on past projects, you can expect the amount to be between $6,000 to $9,000.

To better communicate the overall happenings of the project, the City has introduced the City Extra e-mail notification service. This service is free and allows individuals to sign up to receive e-mail messages from the City on a variety of topics. To sign up for the service go to the City Extra website at http://cityextra.cityofedina.com and place a check mark in the box next to your neighborhood project name (**Braemar Hills 'B' and 'C'**). Please contact the City at 952-927-8861 if you are having trouble signing up for City Extra.

If you cannot attend the open house and have questions on the process please contact either Assistant City Engineer Jack Sullivan at 952-826-0445 or email at jsullivan@ci.edina.mn.us or Project Manager Jamie Cynor at 952-826-0440 or email jcynor@ci.edina.mn.us.

Sincerely,

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

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA395 Braemar Hills B 2013\PRELIM DESIGN\FEASIBILITY\REPORT\ETC Submittal\2013 Letter Braemar Hills B&C.Doc

OPEN HOUSE

for

2013 Neighborhood Roadway Improvements

9/22/2012

WHY ARE WE HERE?

- For Engineering staff to communicate to residents the reconstruction process directed by Council
- Staff is not here to debate the process but rather to educate and to gather input from residents
- Council determines if a street reconstruction project proceeds

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

TYPICAL TIMELINE

FROM FIRST NOTIFICATION TO END OF CONSTRUCTION

April	Kick-off informational letter to residents
May	Open House (for preceding two years)
July / August	Neighborhood Informational Meeting – draft project plans and estimated costs are provided
December / January	Feasibility Report and Public Hearing
January / February / March	Plan Preparation / Bidding
April / May	Construction Begins
October / November	Construction Complete
Following Spring	Warranty Work
Following Summer / Fall	Final Assessment Hearing

PROCESS FROM START TO END

AGENDA – change background to new style??

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

FUNDING

Special Assessment pays 100% of the following (approximately $x,000 to $xx,000 per Residential Equivalent Unit (REU):

- Roadway – replacing entire roadbed
- Sidewalks
- Decorative Streetlights (optional)
- Traffic Management (optional)

FUNDING

The **Utility Fund** which covers sanitary sewer, storm sewer and watermain pays 100% of the following:

- Curb & Gutter (will be added or may be replaced)
- Sanitary Sewer – trunk pipe only within the roadway
- Storm Sewer – trunk pipe within roadway and within easements on private property
- Watermain – trunk pipe in roadway up to the curb stop of private property
- Sump Pump Pipe – for residents to connect sump pumps

AGENDA

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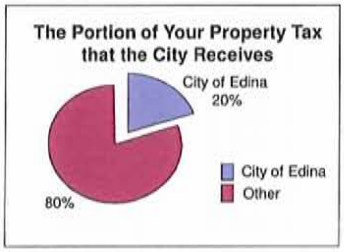
Questions

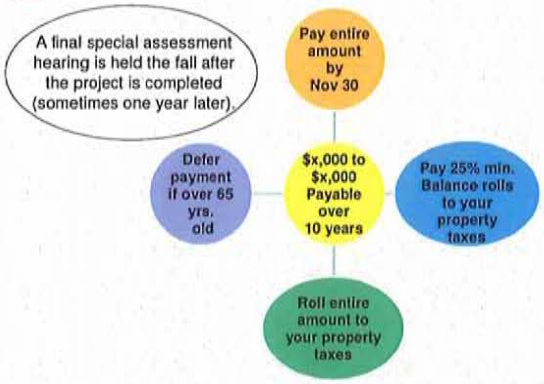
WHAT DO YOUR TAXES PAY FOR?



Allocation

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

SPECIAL ASSESSMENTS – PAYMENT OPTIONS



AGENDA

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Questions

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-offs 24-hrs in advance.

HOW CAN YOU GIVE INPUT AND STAY INFORMED?

- www.EdinaMN.gov

  Visit our website regularly. Information from open houses and other communications are archived on our website.

- edinamail@EdinaMN.gov

  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

RESIDENT QUESTIONNAIRE

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

- Sump Pump Discharge Service Line – do you have one and the location?
- Residential Roadway Lighting – do you want decorative street lights, style and pole location?
- Pedestrian Issues – what are the issues and do you favor sidewalks?
- Private Underground Utilities – do you have underground lawn irrigation and pet containment?
- Local Drainage Problems – have you noticed drainage issues in the neighborhood?

AGENDA

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Questions

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- That the City will keep you informed of activities
- Private utility companies updating their systems prior to City's contractor
- Dusty, noisy, muddy (watering trucks will help to keep dust down)
- May be asked to limit water use

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- Irrigation system and pet containment may be damaged. The irrigation system will not be fixed until the end of the project.
- 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.

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May be connected to temporary water

19

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access your driveway for up to seven days

20

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access the roadway for a few hours. Some days it may not be accessible by vehicle. Contractor will accommodate special needs.

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AGENDA

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6. What can I do to prepare for the project?

Questions

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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

23

THANK YOU

24

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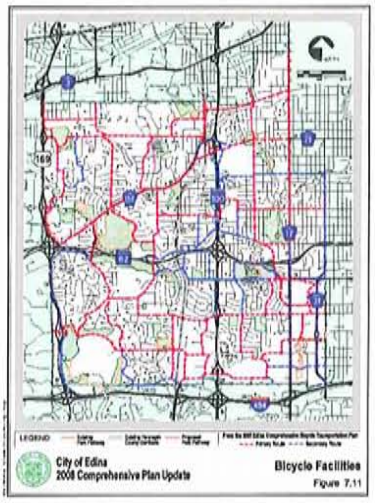
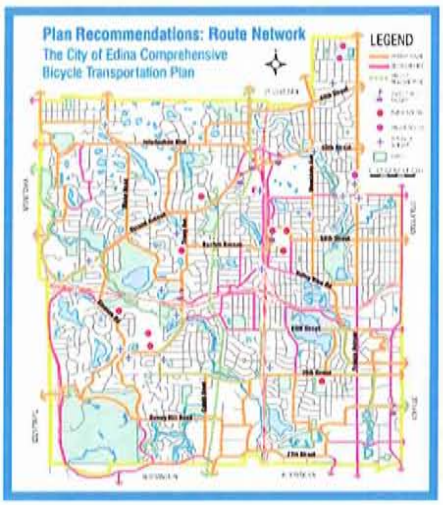
Questions

SIDEWALK FACILITIES

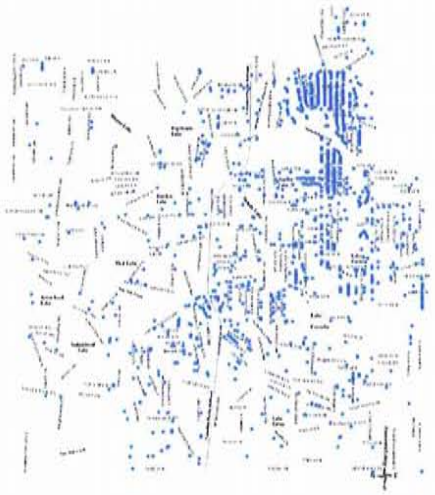
BICYCLE FACILITIES



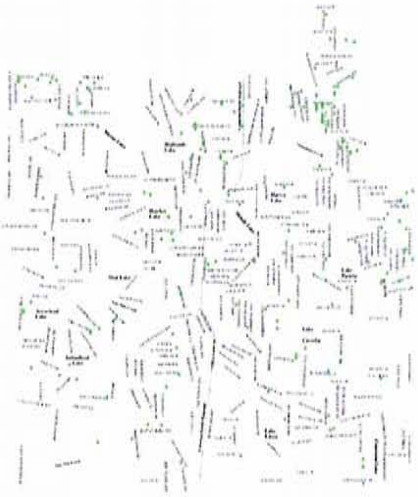
Bike Edina Task Force – Bike Routes



WATERMAIN BREAKS



SEWER BLOCKAGES



APPENDIX B

Property Owners Questionnaire

July 13, 2012

2013 Neighborhood Roadway Reconstruction

Braemar Hills B Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. See the attached map identifying your project area.

Please save the date of **Wednesday, Aug. 8** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by July 30.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2014. The special assessment is payable over 10 years.
- The special assessment typically includes cost of the new roadway, sidewalk and streetlights. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present detailed project plans in October or November, followed by a public hearing in December or January. Construction will begin in spring/early summer and end in late fall of 2013.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope

July 13, 2012

2013 Neighborhood Roadway Reconstruction

St. Patrick's Lane Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. See the attached map identifying your project area.

Please save the date of **Wednesday, Aug. 8** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

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Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope

July 13, 2012

2013 Neighborhood Roadway Reconstruction

Gleason Circle Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. See the attached map identifying your project area.

Please save the date of **Wednesday, Aug. 8** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

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- The special assessment typically includes cost of the new roadway, sidewalk and streetlights. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present detailed project plans in October or November, followed by a public hearing in December or January. Construction will begin in spring/early summer and end in late fall of 2013.

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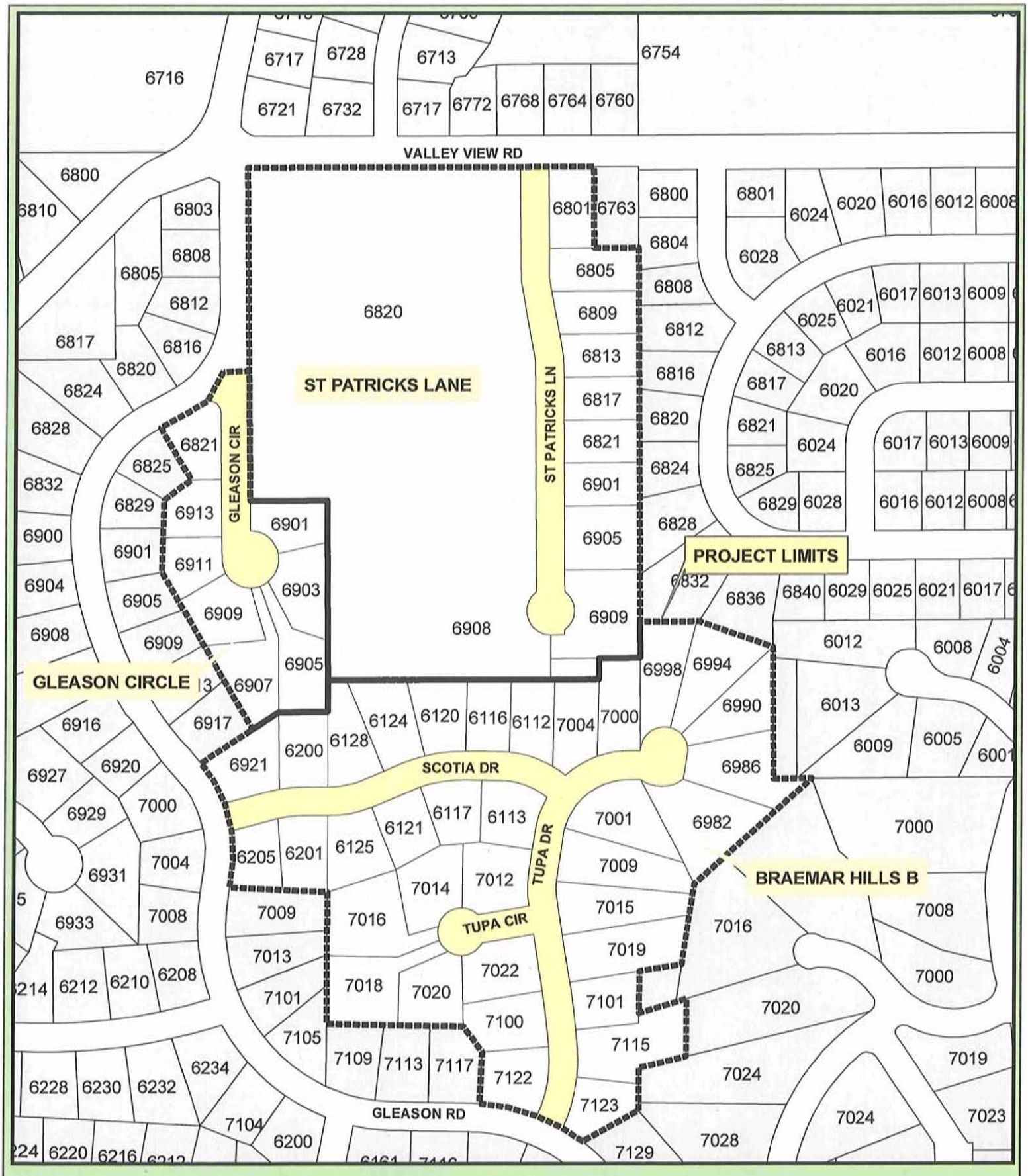
Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope



Project Area
Braemar Hills B, Gleason Cir, St Patricks Ln Neighborhoods
Roadway Reconstruction
Improvement No: BA-395, BA-396, BA-397

N
W E
S

Engineering Dept
August, 2012

Resident Questionnaire

Braemar Hills B
Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

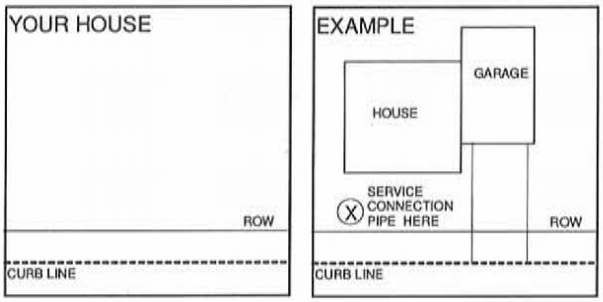
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒ Unknown

B. Does your home have a sump pump? ❒ Yes ❒ No ❒ Unknown

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)? ❒ Yes ❒ No

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)? ❒ Yes ❒ No

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.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

_____

_____

_____

_____

III. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' 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

«ADDRESS»

IV. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

C. Please describe specific neighborhood pedestrian issues below.

_____

_____

_____

V. 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?

_____

_____

_____

VI. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

❒ Front Door ❒ Other

B. If other, please explain.

_____

_____

_____

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by July 30.**

«ADDRESS»

Resident Questionnaire

St. Patricks Lane
Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

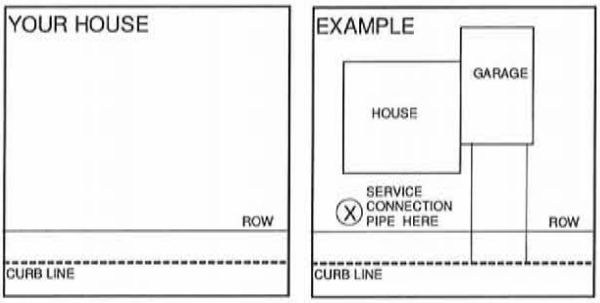
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

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.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

_____

_____

_____

_____

III. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' 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

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to IV. A.

Acorn:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Arlington Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Round Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

C. Please describe 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. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

❒ Front Door ❒ Other

B. If other, please explain.

_____

_____

_____

VIII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by July 30.**

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Resident Questionnaire

Gleason Circle
Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

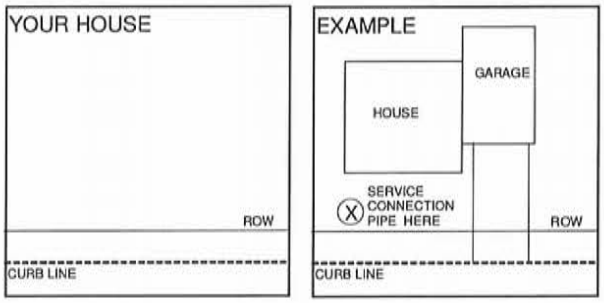
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

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.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

_____

_____

_____

_____

III. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' 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

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to IV. A.

Acorn:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Arlington Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Round Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

C. Please describe 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. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

❒ Front Door ❒ Other

B. If other, please explain.

_____

_____

_____

VIII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by July 30.**

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Braemar Hills B Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 8/8/12

Surveys sent: **35** Surveys returned: **24** Return rate: **69%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?

Yes: **5** No: **9** Unknown: **10**

B. Does your home have a sump pump?

Yes: **5** No: **18** Unknown: **1**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?

Yes: **0** No: **13**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?

Yes: **4** No: **12**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)

Yes: **18** No: **5**

B. Do you have an underground electric pet containment system in the City's right-of-way?

Yes: **5** No: **19**

III. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **1** No: **23**

IV. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

Yes: **5** No: **19**

V. Construction Update (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

Front Door: **19** Other: **4**

VI. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

Yes: **20** No: **4**

St. Patricks Lane Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 8/8/12

Surveys sent: **10** Surveys returned: **7** Return rate: **70%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?
Yes: **2** No: **4** Unknown: **1**

B. Does your home have a sump pump?
Yes: **3** No: **3** Unknown: **0**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?
Yes: **0** No: **6**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?
Yes: **0** No: **7**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
Yes: **2** No: **5**

B. Do you have an underground electric pet containment system in the City's right-of-way?
Yes: **0** No: **7**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?
Yes: **1** No: **6**

IV. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?
Yes: **0** No: **7**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?
Yes: **3** No: **4**

VI. Construction Update (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?
Front Door: **6** Other: **1**

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?
Yes: **5** No: **2**

Gleason Circle Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 8/8/12

Surveys sent: **8** Surveys returned: **3** Return rate: **38%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?
Yes: **1** No: **0** Unknown: **2**

B. Does your home have a sump pump?
Yes: **0** No: **2** Unknown: **1**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?
Yes: **1** No: **2**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?
Yes: **1** No: **2**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
Yes: **3** No: **0**

B. Do you have an underground electric pet containment system in the City's right-of-way?
Yes: **0** No: **2**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?
Yes: **2** No: **1**

IV. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?
Yes: **0** No: **3**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?
Yes: **2** No: **1**

VI. Construction Update (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?
Front Door: **1** Other: **2**

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?
Yes: **3** No: **0**

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BRAEMAR HILLS B
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:	REM
Last Date Data Entered:	September 7, 2012
Due Date:	July 30, 2012
Questionnaires Sent Out:	35
Questionnaires Returned:	25
Percent Returned:	71%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Pedestrian Issues			Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates	
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems	Irriggation sys. in blvd.		Pet containment system		Sidewalk Need		Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues			If yes, where?	Front Door	Other	Access to email	
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No			Yes	No				Yes	No
7015	Tupa Dr	1		1			1			1		1	None				1		1		None		1		1		1	
6921	Gleason Rd	1			1		1			1		1	None	1			1		1				1		1		1	
6121	Scotia Dr	1	1			1				1		1	None	1			1		1			1		Cars drive too fast. We could use some speed bumps.	1		1	
6986	Tupa Dr	1			1		1						None		1		1		1				1				1	
7100	Tupa Dr	1	1				1			1			None	1			1		1				1		1		1	
7122	Tupa Dr	1		1		1				1		1	None, Sump pump has not run for five years	1			1		1				1		1			1
6117	Scotia Dr	1		1			1					1	None I am aware of!	1			1		1				1		1		1	
7019	Tupa Dr	1			1		1							1			1		1				1			Service door by garage - driveway level	1	
6990	Tupa Dr	1	1				1			1	1		None known of in our cul de sac.	1			1	1		Scotia Dr.	Many younger children in streets during non-winter months - concentrated on Scotia Drive	1		Failures to stop at stop sign at intersection of Gleason Rd. and Scotia Dr. cars frequently run through the stop sign while traveling either way on Gleason Rd.	1		1	
7016	Tupa Cir	1		1			1					1	None known - on top of a hill		1		1		1				1			via email	1	
6982	Tupa Dr	1			1		1			1		1	No problems	1			1		1		None		1		1		1	
6128	Scotia Dr	1		1		1				1		1	(sump pump drains to backyard)	1			1		1				1		1			1
7101	Tupa Dr	1			1		1						none	1			1		1				1		1		1	
7000	Tupa Dr	1		1			1			1	1		Pooling in street when sewer drains clog with debris after heavy rain	1		1			1				1		1		1	
6125	Scotia Dr	1			1			1		1		1			1		1		1			1		6125 Scotia - too many drivers going way too fast for a residential street with small children, dogs and a lot of walkers	1			1
7012	Tupa Dr	1		1			1			1	1		(roof drain connection comment: "Need to know more about this option")		1		1		1	(private utilities comment: "driveway is heated")			1		1		1	
6994	Tupa Dr	1			1		1							1			1		1			1		Drivers go too fast on Scotia can't see kids over hill at 6201 Scotia riding bikes	1		1	
7001	Tupa Dr	1	1			1				1		1	Occasional backing up of water at drain in front of our home with very heavy rain	1			1		1				1		1	Prefer emails	1	
6112*	Scotia Dr	1	1			1				1		1	Large amout of water run off from the St. Patricks Hill, we have no inside water issues, sump never runs, but have huge amounts of water from the hill that runs between us and 6116 Scotia Dr.	1		1			1				1		1		1	
6205	Scotia Dr	1			1		1						occasional pooling of storm drain on Scotia at Gleason, not frequent; usually if blocked by snow stays in street	1			1		1				1			mail box/newspaper ring	1	
6200	Scotia Dr	1		1			1						None		1		1		1		None		1		1			1
7009	Tupa Dr	1		1			1					1	roof drain connection comment: "Unknown at this time - I would need more information regarding installation cost and connection feese."	1		1			1		No pedestrian issues - this is a quiet, low traffic neighborhood.	1		School buses traveling at too high of speed through neighborhood especially coming down Tupa Hill toward Scotia Drive and not yielding as turning onto Scotia Drive.	1		1	
7123	Tupa Dr	1			1		1				1		Houses on our side of Tupa are at bottom of a hill so we get some drainage in backyard but we have dealt with that. Both Tupa and Gleason are at a low point in front of our house 7123 Tupa and we often have standing water at bottom of our driveway in spring. (roof drain comment: "depending on cost. Roof drain comes out by mailbox")	1		1			1				1		1		1	
6113	Scotia Dr	1			1		1						My property has a large city owned drain in the middle of the backyard which carries rainwater/run off from the surrounding area into the sewer on the Scotia side of my property (on the street to the left of garage driveway.) Please make sure that this drainage remains conencted. Disruption will result in flooding. (roof drain connection comment: "depends on cost")	1		1			1				1			Utility door next to garage	1	
6124	Scotia Dr	1	1			1				1		1	None that we know of	1			1		1	We think sidwalks would be a bad idea in our neighborhood.	I thnk the current situation (no sidewalks) is fine. It is not a heavily traveled street, and walking in the street is very safe as it is.		1		1		1	
		25	6	9	10	6	18	1		14	4	13		19	5	5	20	1	24			5	20		20		21	4
Surveys Sent	35		71%	17%	26%	29%	17%	51%	3%		40%	11%	37%	54%	14%	14%	57%	3%	69%			14%	57%		57%			
Surveys Returned	25		100%	24%	36%	40%	24%	72%	4%		56%	16%	52%	76%	20%	20%	80%	4%	96%			20%	80%		80%			

*=Map attached

ST. PATRICK'S LANE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:
Last Date Data Entered:
Due Date:
Questionnaires Sent Out: 10
Questionnaires Returned: 7
Percent Returned: 70%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Roadway Lighting Option						Pedestrian Issues			Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates Access to email	
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems	Irriggation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights	Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues			If yes, where?				
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington	Round Latern	Yes	No			Yes	No		Front Door	Other	Yes	No
House #	Street Name																																
6817	St Patricks La	1		1			1			1		1	At end of street - sewer sometimes is clogged		1		1		1	4	4	1	1		1	(lights comment - "Which is cheaper?")	Dead end street - no need for sidewalks			1			1		1	
6821	St Patricks La	1	1			1				1		1	During a heavy rain, standing water tends to pool at St Patricks Lane and Valley View Road		1		1		1	4	1	1	3		1		School bus stop is on short sidewalk on St Patricks Lane between St Patricks church lot entrances and Valley View Road. I suggest keeping that little sidewalk providing someone maintains it in the winter. Would be nice to have a ped crossing on VV at St Patricks Lane on sidewalk, on the southside of VV road	1		Wednesday evening and Sunday church traffic tears up the road on the southern most entrance on St Patricks Lane. I would suggest closing this entrance to the church parking lot and just leave the north end entrance/exit along with Valley View entrance.	1		1	
6820	St Patricks La	1		1		1				1		1	None to report	1			1		1	1	1	1	1		1		Cycling in traffic lane, cyclists not stopping for stop signs, pedestrians "J" walking, not looking to cross street	1		7-9am high school dropoffs at curb - not utilizing full dropoff lane "U" turns from dropoff lane into traffic. At 3-4pm same issues and Valley View traffic very congested		Parish center door/reception desk	1	
6905	St Patricks La	1			1					1		1	None (sump pump comment: "For fire escape - never run")	1			1		1	5	2	1	2		1		None		1		1		1	
6805	St Patricks La	1		1			1					1	None		1		1		1	2	5	3	4		1			1		Access to Valley View Rd from Saint Patricks Lane is very difficult from 4:00 to 6:00 pm on Monday thru Friday because Valley View Rd is jammed up with cars due to the spill over of cars from Highway 169 and Crosstown 62 trying to avoid the back up on 62 going East. We need a stop light or stop sign on Valley View.	1						1
6813	St Patricks La	1		1			1			1		1			1		1		1	3	2	4	4		1	N/A	N/A		1	*Traffic is light in summer due to church activities cutting back for summer vacation	1			1
6901	St Patricks La	1	1			1				1		1	None known (drain comment: Unknown on original 1961/1962 construction of house re: drain tile/footing drain. New addition in 2007? Has drain tile and sump pump)		1		1	1		5	2	1	1		1	streetlights comment: "Perhaps one in the middle of street - IE 1/2 way down"	None known		1		1		1	
		7	2	4	1	3	3			6		7		2	5		7	1	6	24	17	12	16		7			3	4		6		5	2
Surveys Sent	10		20%	40%	10%	30%	30%			60%		70%		20%	50%		70%	10%	60%						70%			30%	40%					
Surveys Returned	7		29%	57%	14%	43%	43%			86%		100%		29%	71%		100%	14%	86%						####			43%	57%					

GLEASON CIRCLE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:
Last Date Data Entered:
Due Date:
Questionnaires Sent Out: 8
Questionnaires Returned: 3
Percent Returned: 38%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Roadway Lighting Option						Pedestrian Issues				Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates Access to email	
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems	Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues			If yes, where?				
House #	Street Name		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No			Yes	No		Front Door	Other	Yes	No
6911	Gleason Cir	1	1				1			1		1		1			1	1		1	5	3	4		1			1		Every Wednesday, garbage collectors 6 trucks (3 different companies) on Gleason Cir in the morning		Door in front of house to left of garage	1	
6909	Gleason Cir	1			1		1			1		1	None	1			1	1							1	lights comment: "style not so important, but better and stronger lighting would be good."		1		Heavy vehilces tearing up circle driving too fast. Garbage trucks in particular."		service door next to garage.	1	
6901	Gleason Cir	1			1			1	1		1			1					1	5	5	1	1		1				1		1		1	
		3	1		2		2	1	1	2	1	2		3			2	2	1	6	10	4	5		3			2	1		1		3	
Surveys Sent		8	38%	13%	25%	25%	13%	13%	25%	13%	25%		38%	25%	25%	13%		38%										25%	13%					
Surveys Returne		3	100%	33%	67%	67%	33%	33%	67%	33%	67%		100%	67%	67%	33%		####										67%	33%					

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APPENDIX C

Property Owners Questionnaire No. 2

Braemar Hills B
Neighborhood Roadway Reconstruction

August 17, 2012

Dear Resident:

The Edina City Council recently amended the City's special assessment policy. Under the new policy, property owners will no longer be assessed for sidewalks and street lights.

You were recently asked your opinion of the need for sidewalks and street lights in your neighborhood. Now that you would not be asked to pay for them through a special assessment, your opinion might have changed. Please fill out Resident Questionnaire No. 2 and return it to us in the enclosed envelope by August 24.

If an ordinance is adopted by the Council in October, new utility franchise fees would finance sidewalks, trails and lighting. The proposed franchise fee for a residential utility account is $1.45 per month for both Xcel and CenterPoint customers, for a total of $2.90 per month.

What would be the extent of the street lights funded by utility franchise fees?

If there is strong support for street lights, they would be placed at intersections and potentially mid-block locations. They would replace the existing cobra head lights with decorative lights.

Where would sidewalks be located?

If there is strong support for sidewalks, staff would locate sidewalks along street corridors with the least amount of conflicts with existing features. We would also review how the sidewalks could connect to surrounding amenities of the community.

Other Changes

The special assessment policy was also revised Aug. 6 to:

- Extend repayment period for special assessment from 10 to 15 years.
- Decrease the spread between the interest rate of the City's project financing and what is added to the special assessments that are financed by the City from 2 percent to 1 percent.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Resident Questionnaire No. 2, Return Envelope

St. Patrick's Lane
Neighborhood Roadway Reconstruction

August 17, 2012

Dear Resident:

The Edina City Council recently amended the City's special assessment policy. Under the new policy, property owners will no longer be assessed for sidewalks and street lights.

You were recently asked your opinion of the need for sidewalks and street lights in your neighborhood. Now that you would not be asked to pay for them through a special assessment, your opinion might have changed. Please fill out Resident Questionnaire No. 2 and return it to us in the enclosed envelope by August 24.

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What would be the extent of the street lights funded by utility franchise fees?

If there is strong support for street lights, they would be placed at intersections and potentially mid-block locations. They would replace the existing cobra head lights with decorative lights.

Where would sidewalks be located?

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Other Changes

The special assessment policy was also revised Aug. 6 to:

- Extend repayment period for special assessment from 10 to 15 years.
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If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Resident Questionnaire No. 2, Return Envelope

Gleason Circle
Neighborhood Roadway Reconstruction

August 17, 2012

Dear Resident:

The Edina City Council recently amended the City's special assessment policy. Under the new policy, property owners will no longer be assessed for sidewalks and street lights.

You were recently asked your opinion of the need for sidewalks and street lights in your neighborhood. Now that you would not be asked to pay for them through a special assessment, your opinion might have changed. Please fill out Resident Questionnaire No. 2 and return it to us in the enclosed envelope by August 24.

If an ordinance is adopted by the Council in October, new utility franchise fees would finance sidewalks, trails and lighting. The proposed franchise fee for a residential utility account is $1.45 per month for both Xcel and CenterPoint customers, for a total of $2.90 per month.

What would be the extent of the street lights funded by utility franchise fees?

If there is strong support for street lights, they would be placed at intersections and potentially mid-block locations. They would replace the existing cobra head lights with decorative lights.

Where would sidewalks be located?

If there is strong support for sidewalks, staff would locate sidewalks along street corridors with the least amount of conflicts with existing features. We would also review how the sidewalks could connect to surrounding amenities of the community.

Other Changes

The special assessment policy was also revised Aug. 6 to:

- Extend repayment period for special assessment from 10 to 15 years.
- Decrease the spread between the interest rate of the City's project financing and what is added to the special assessments that are financed by the City from 2 percent to 1 percent.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Resident Questionnaire No. 2, Return Envelope

Resident Questionnaire No. 2

Braemar Hills B
Neighborhood Roadway Reconstruction

I. Residential Streetlights:

A. Do you favor upgrading your streetlights?

☐ Yes ☐ No

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Dislike ☐ ☐ ☐ ☐ ☐ **Like**
1 2 3 4 5

Coach:

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

Dislike ☐ ☐ ☐ ☐ ☐ **Like**
1 2 3 4 5

Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Dislike ☐ ☐ ☐ ☐ ☐ **Like**
1 2 3 4 5

Round Lantern:

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

Dislike ☐ ☐ ☐ ☐ ☐ **Like**
1 2 3 4 5

II. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

III. Comments:

A. Any additional comments you would like to share about the project?

_____

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by Aug. 24**.

Resident Questionnaire No. 2

St. Patrick's Lane
Neighborhood Roadway Reconstruction

I. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Round Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

II. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

III. Comments:

A. Any additional comments you would like to share about the project?

_____

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by Aug. 24.**

Resident Questionnaire No. 2

Gleason Circle
Neighborhood Roadway Reconstruction

I. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

Round Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ Like
1 2 3 4 5

II. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

III. Comments:

A. Any additional comments you would like to share about the project?

_____

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by Aug. 24**.

Braemar Hills B Neighborhood Roadway Reconstruction
Resident Questionnaire #2 Summary as of 9/6/12

Surveys sent: **35** Surveys returned: **22** Return rate: **64%**

I. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **14** No: **6**

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. Please rank even if you answered "No" to I. A.

Acorn:
Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Average Rating: 1.56

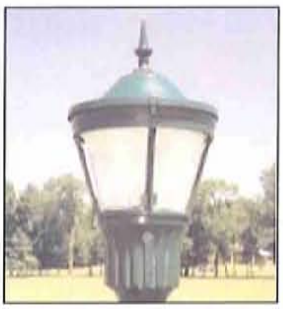
Coach:
Style can be viewed in the Sunnyslope neighborhood, just north of Edina City Hall, Edina.

Average Rating: 3.59

Arlington Lantern:
Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Average Rating: 2.63

Round Lantern:
Style can be viewed at County Road 101 and West 78th Street North, Maple Grove.



Average Rating: 3.06

II. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **1** No: **21**

St Patricks Lane Neighborhood Roadway Reconstruction
Resident Questionnaire #2 Summary as of 9/6/12

Surveys sent: **10** Surveys returned: **7** Return rate: **70%**

I. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **4** No: **3**

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. Please rank even if you answered "No" to I. A.

Acorn:
Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Average Rating: 3.00

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

Average Rating: 2.33

Arlington Lantern:
Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Average Rating: 2.67

Round Lantern:
Style can be viewed at County Road 101 and West 78th Street North, Maple Grove.

Average Rating: 2.33

II. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **2** No: **5**

Gleason Circle Neighborhood Roadway Reconstruction
Resident Questionnaire #2 Summary as of 9/6/12

Surveys sent: **8** Surveys returned: **3** Return rate: **38%**

I. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **2** No: **1**

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. Please rank even if you answered "No" to I. A.

Acorn:
Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Average Rating: 4.50

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

Average Rating: 2.5

Arlington Lantern:
Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Average Rating: 4.5

Round Lantern:
Style can be viewed at County Road 101 and West 78th Street North, Maple Grove.

Average Rating: 3.67

II. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **1** No: **2**

BRAEMAR HILLS B
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE NO. 2

Data Entered By:	REM
Last Date Data Entered:	September 7, 2012
Due Date:	August 24, 2012
Questionnaires Sent Out:	35
Questionnaires Returned:	22
Percent Returned:	63%

ADDRESS		Returned Survey	Residential Roadway Lighting Option: Upgrading Street Lights		Residential Roadway Lighting Option: Preferred Styles				Pedestrian Issues: Sidewalk Need		Pedestrian Issues: Construct new sidewalks where?	Comments
			Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No		
House #	Street Name											
6200	Scotia Dr	1		1						1		streetlights comment: "All designs shown are horrible"
6121	Scotia Dr	1	1		1	2	3	5		1		
7019	Tupa Dr	1	1		1	5	1	4		1		
6128	Scotia Dr	1	1		3	1	1	1		1		
7009	Tupa Dr	1		1	1	4	3	1		1		This is a very quiet neighborhood with very little traffic. PS - The light choices are not as nice as what currently exists.
7016	Tupa Dr	1	1		1	4	3	5		1		
6125	Scotia Dr	1	1		1	5	3	3		1		Getting groceries, kids, etc.to house during project. Crime prevention - car break-ins. Will there be 24 hr. surveillance?
6921	Gleason Rd	1		1	1	5	1	1		1		
7101	Tupa Dr	1	1		1	5	1	1		1		
6112	Scotia Dr	1	1		1	5	3	1		1		
	no address	1	1		1	3	5	5		1		
7015	Tupa Dr	1			1	1	5	5		1		
6986	Tupa Dr	1		1	2	2	2	5		1	Absolutely Don't need them	Rec'd in mail on 8/24/12
6205	Scotia Dr	1	1		3	5	1	2	1		On Valley View between Gleason and the 169 Frontage Road	
7122	Tupa Dr	1		1						1		
6990	Tupa Dr	1		1	4	3	2	1		1		
6982	Tupa Dr	1	1		1	5	3	4		1		
6117	Scotia Dr	1	1			5				1		comment of Coach light: "Alredy have on Scotia"
6124	Scotia Dr	1	1		2	1	5	5		1	Strongly oppose sidwalks!!	
7115	Tupa Dr	1	1		3	2	4	5		1		
7000	Tupa Dr	1	1		3	1	3	5		1		
6201	Scotia Dr	1		1						1		
		22	14	6	31	64	49	59	1	21		
Surveys Sent	35	63%	40%	17%					3%	60%		
Surveys Returned	22	100%	64%	27%					5%	95%		

ST PATRICKS LANE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE NO. 2

Data Entered By:	REM
Last Date Data Entered:	September 7, 2012
Due Date:	August 24, 2012
Questionnaires Sent Out:	10
Questionnaires Returned:	7
Percent Returned:	70%

ADDRESS			Residential Roadway Lighting Option							Pedestrian Issues			
			Favors Upgrading Street Lights		Preferred Styles					Sidewalk Need			
House #	Street Name	Returned Survey	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern		Yes	No	Construct new sidewalks where?	Comments
6817	St Patricks La	1		1	1	1	1	5			1		
6905	St Patricks La	1		1							1		
6901	St Patricks La	1	1		5	2	1	1			1		streetlights: "Perhaps only one more in middle of block."
6821	St Patricks La	1		1	4	1	3	2			1		
6909	St Patricks La	1	1		2	5	5	2		1		Valley View Road west of Gleason	
6805	St Patricks La	1	1		1	4	5	3			1		St Patricks Church had a flood light in their east parking lot which also helped light up the street. However they no longer use it. Therefore, additional street lights would be welcome
6820	St Patricks La	1	1		5	1	1	1		1		On Valley View (The front of the property)	We would like to have the sidewalks on St. Patricks Lane and Gleason Road removed as well. They start nowhere and end nowhere
		7	**4**	**3**	**18**	**14**	**16**	**14**		**2**	**5**		
Surveys Sent	**10**	70%	40%	30%						20%	50%		
Surveys Returne	**7**	100%	57%	43%						29%	71%		

GLEASON CIRCLE
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE NO. 2

Data Entered By:	REM
Last Date Data Entered:	September 7, 2012
Due Date:	August 24, 2012
Questionnaires Sent Out:	8
Questionnaires Returned:	3
Percent Returned:	38%

ADDRESS		Returned Survey	Residential Roadway Lighting Option: Favors Upgrading Street Lights		Residential Roadway Lighting Option: Preferred Styles				Pedestrian Issues: Sidewalk Need		Pedestrian Issues: Construct new sidewalks where?	Comments
House #	Street Name		Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No		
6913	Gleason Cir	1		1				5		1		
6907	Gleason Cir	1	1		5	2	5	3	1		Would be nice to have sidewalks along the St. Pat's side of the street	It's wonderful that the city is finding a way to support sidewalks. They were very much needed on Tracy Ave S, where we used to live, but their cost made it hard to get resident buy-in. Good change! (streetlights comment: "I think ours are nicer than the normal ones already?")
6821	Gleason Cir	1	1		4	3	4	3		1		
		3	2	1	9	5	9	11	1	2		
Surveys Sent		8	38%	25%	13%				13%	25%		
Surveys Returned		3	100%	67%	33%				33%	67%		

APPENDIX D

2013 Neighborhood Roadway Reconstruction Informational Meeting

City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Resident Address Label

2013 Neighborhood Roadway Reconstruction Informational Meeting Reminder

August 8, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.

CITY OF EDINA

2013 Neighborhood Roadway Reconstruction Informational Meeting

August 8, 2012

CITY OF EDINA

2013 Projects

Mendelssohn – 68 Properties
Braemar Hills B – 35 Properties
St. Patrick's Lane – 10 Properties
Gleason Circle – 8 Properties
Lake Edina – 247 Properties

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Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A

CITY OF EDINA

Introductions

Engineering Technicians:
Jamie Cynor **Aaron Kuznia** **Jeff Frahm**

Office Manager
Sharon Allison

Environmental Eng.
Ross Bintner

Asst. City Engineer
Chad Millner

Director of Engineering
Wayne Houle

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Process

1. Evaluate infrastructure
2. **Informational meeting**
3. Feasibility study
4. Public hearing
5. Council decision
6. Project ordered
7. Planning & bidding
8. Bids awarded
9. Construction begins
10. Final assessment

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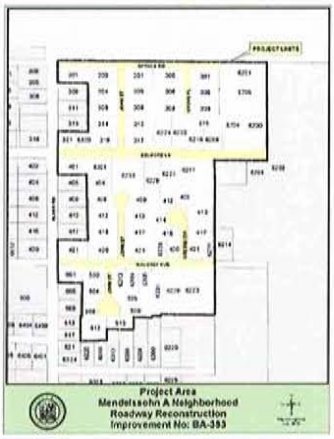
Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall 2013	Final assessment hearing

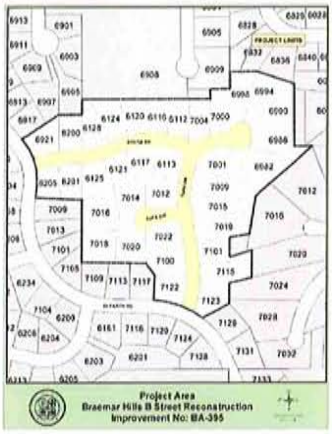
Project Details – Mendelssohn Neighborhood

- 68 Properties
- 1.1 miles of roads
- 16,500 square yards of street pavement
- 9 fire hydrants
- 25 sanitary manholes



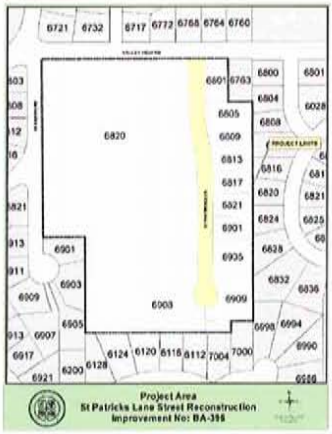
Project Details – Braemar Hills B Neighborhood

- 35 Properties
- 0.4 mile of roads
- 5,600 square yards of street pavement
- 3 fire hydrants
- 13 sanitary manholes



Project Details – St. Patrick's Lane

- 10 Properties
- 0.2 mile of roads
- 2,900 square yards of street pavement
- 3 fire hydrants
- 4 sanitary manholes



Project Details – Gleason Circle

- 8 Properties
- 0.1 mile of roads
- 1,400 square yards of street pavement
- 2 fire hydrants
- 4 sanitary manholes

Project Details – Lake Edina Neighborhood

- 247 Properties
- 3.2 miles of roads
- 48,800 square yards of street pavement
- 26 fire hydrants
- 92 sanitary manholes

Existing Roadway Details

- Majority of streets have curb and gutter

Existing Roadway Details

- Storm water drainage issues
- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way

Existing Roadway Details

- Varied driveway materials.

Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.

What is Included?

- Always included:
  - Roadway – replacing the entire roadbed
  - Curb and gutter – all or pieces
  - Utility upgrades
- Sometimes included:
  - Sump pump drainage system
  - Sidewalks
  - Streetlights
  - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

Questionnaire Results

Neighborhood	% of Questionnaires Returned
Mendelssohn	50% (34 / 68)
Braemar Hills B	69% (24 / 35)
St. Patrick's Lane	70% (7 / 10)
Gleason Circle	38% (3 / 8)
Lake Edina	52% (128 / 247)

Questionnaire results are available.

Proposed Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
  - Sump pump drain pipe in various locations

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Proposed Roadway Improvements

- Spot replacement of curb and gutter
- New roadbed and pavement surface

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Proposed Roadway Improvements

- Spot driveway end replacement

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Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

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Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.

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Funding

- Utility Fund covers 100 percent of:
  - Concrete curb and gutter
  - Sanitary sewer
  - Storm sewer
  - Water main
  - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

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Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.

Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Mendelssohn	$13,200 - $16,200	64.67	16,500	242
Braemar Hills B	$8,000 - $11,000	34.33	5,600	165
St. Patrick's Lane	$9,000 - $12,000	13.10	2,900	205
Gleason Circle	$9,000 - $12,000	7.33	1,400	187
Lake Edina	$10,000 - $13,000	247.40	48,800	197

Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
  1. Pay entire amount upon receiving bill to avoid finance charges
  2. Pay 25 percent; balance rolls to property taxes
  3. Roll entire amount to property taxes
  4. Defer payment if 65 years old or older

What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

What You Can Expect

- Dust, noise and mud.
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.

What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.

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Property Impacts

- Items located within the City's right-of-way may be damaged
  - Private utilities will be repaired if you notify us of them in advance of the project.
  - You can remove plantings and other landscape features before the project.
  - The City will plant sod in the right-of-way after the project is complete.

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Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump drainage options
  - Are there traffic or drainage issues in your neighborhood?

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Communication Tools

- Become a neighborhood captain to help facilitate project communication.
  - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current.*
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

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City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
  - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.
- Don't delay; sign up at today's meeting!

CITY OF EDINA

How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

CITY OF EDINA

Contact Us

Email:	mail@edinamn.gov
Call:	952-826-0371
Visit:	Engineering Department 7450 Metro Blvd.

Thanks for your time!

Questions?

Braemar Hills B, St Patricks Lane and Gleason Circle

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
1	Don Anderson	4908 Larkspur Lane
2	CAROLYN DAVIES	7012 TUPA DR.
3	Peter Choukalas	4801 Trillium Lane
4	Scott + Debbie Whipple	7469 West Shore Dr.
5	BILL & RENA BUCKLEY	4811 ASPASIA LANE
6	DALE BOSCH	4909 LANTANA LN
7	Paul & Marian Hoddam	6205 Spruce Ca
8	MARK HAWORSON	416 [illegible] CIR.
9	Leonard Morgan Larson	7204 Monardo Lane
10	MARLENE WENDT	7401 West Shore DR.
11	Kurt Kiddoo	7220 Monardo Lane
12	Mike & Joyce Mullinix	4712 Hibiscus Ave
13	Rich & Sue Windham	6233 Belmore Ln.
14	NATHAN FRANZEN	6216 MALONEY AVE
15	Candice Jackson	6911 Gleason Cir
16	Suzanne Stoltenberg	4813 Larkspur Ln
17	Bob Laedtke	4909 Larkspur Ln
18	Kay Manthe	6201 St. Patrick Lane
19	Don Gorsor	4917 Poppy Lane
20	Clare Sercombe	6112 Scotia Dr Edina
21	Tom Stoltman	6813 St. Patrick Lane
22	Stuart Lind	301 GROVE PLACE EDINA
23	Mia Blanchett	4737 Hibiscus Edina
24	GARY COPLAND	4805 HIBISCUS AVE
25	BILL KAEMMERER	4900 TRILLIUM LANE
26	Nancy Crain	4952 Poppy Lane
27	DENNIS HOGAN III	6204 BELMORE CA
28		
29		
30		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
31	Tony Hoffman	4501 Sedum Lane
32	Mark Wolf	Church of St. Patrick
33	Steve Ward	421 Blake Road South
34	Carol Kaemmerer	4900 Trillium Lane
35	NEAL LOGAN	4909 HIBISCUS AVENUE
36	CAROL LOGAN	" " "
37	LARRY NICKANDER	4708 ASPASIA CIR
38	Tim Nasby	7408 West Shore Drive
39	TOM LYON	7208 Trillium Lane
40	Ted Volk	6301 Belmore Ln.
41	Barry Rosenthal	6205 Scotia Drive
42	Carol Williams	4724 ASPASIA Circle
43	KEVIN KACHAN	7405 Kellogg
44	Peter Johnson	4805 Trillium
45	UN WELCH	4916 ASPASIA
46	TIM DICK	309 GROVE PLACE
47	Robert Stoutenburgh	7449 W. Shore Dr.
48	Roy O'CONNOR	408 John St.
49	SARAH BENNETT	6229 Belmore Lane
50	Susan Semonton	6229 Maloney Ave
51	Jill Rivard / Bill McGilvray	6224 Belmore LN
52	GREG W. WILSON	6320 BELMORE LN
53	Don Lorenz	4805 Aspasia Ln
54	Jean Lorenz	" " "
55	Kenn Kaether	7208 Monardo Lane
56	B.N. DALY	4521 SEDUM LN.
57		
58		
59		
60		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
61	Paul Way	4705 Aspasia Circle
62	Mary Hamann & Paul	4700 Aspasia Circle.
63	Rosemary Kostick	4508 W. Shore Dr.
64	Linda Roberson	4824 LARKSPUR LANE
65	Bob Marshall	305 John St.
66	Blyth Bailey	6113 Scotia DR
67	Brian Hedberg	4913 Trillium Lane
68	Mass von Schmidt-Pauli	6817 St. Patricks Ln
69	Marc Donnelly	6821 St Patricks Lane
70	Mary McDonald	6216 Belmore Ln.
71	Mary Jelinek	513 John St.
72	Peter Dolcd	317 John St.
73	Ric Davies	7012 Tupa Dr
74	H.G. Lowell	7805 Kellogg Ave S.
75	JOHN & DE MOSS	4916 HIBISCUS
76	Dan Schleck	7408 Kellogg
77	Bill & Ruth Togstad	4908 Aspasia Lane
78	Catherine Kirchner	4808 Trillium
79	Glenn Perkins	4745 Hibiscus Av
80	Dwight R.J. Lindquist	4509 Hibiscus ave
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QUESTION / COMMENT CARD

The storm drain at the end of St. Patrick's Lane will clog with leaves (especially in fall, early winter). The water then runs over, down the hill, and washes out between 6112/6116 Scotia.

Can you fix?

Name Sercombe
PLEASE PRINT

Address 6112 Scotia
PLEASE PRINT

2013 Neighborhood Roadway Improvement Projects
Question and Answer Session from the August 8, 2012 Informational Meeting
Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	Is the Normandale Neighborhood included in 2013 with these projects?	Yes, it is included in the 2013 projects. Due to workload, the City has handed that project off to a consultant.
2	What is the estimated interest rate used as a finance charge for the assessments?	At last Monday's City Council meeting, the assessment policy was amended. Residents are now charged 1% over the interest rate the City can borrow money at. Last year the residents paid a rate of 4.3%.
3	What does it mean to defer an assessment?	If eligible based on age and income, the assessment goes on your property tax statement with interest charges until the property is sold. At that time the buyer and seller will negotiate an agreement for the assessment amount associated with that property.
4	Is sanitary sewer replacement part of this project?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City.
5	Why is the whole road bed replaced rather than doing a mill and overlay?	The street pavement has reached the end of its useful life. A mill and overlay is a maintenance item done to prolong the pavement a few more years. These streets are beyond the point of a mill and overlay. Based on the pavement condition index, it is time for a full street reconstruction.
6	If the street is repaired, will sanitary sewer work be assessed?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City. Any sanitary sewer repairs will be paid from the City's utility fund.
7	What happens to trees in the right-of-way?	The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
8	What about trees where utility work is occurring, are those trees damaged?	Every effort will be made to protect existing trees. There are utility technologies available that limit tree damage from utility work. These technologies would be implemented where feasible. From past experience, tree roots tend to root away from the roadbed due to the type of material and compaction of material under the roadway.
9	Please define what right-of-way means.	Typically the City right-of-way is 60-ft wide. With a typical 30-ft wide street, the City owns the first 15-ft behind the edge of pavement on each side of the street.
10	Are street lights and sidewalks part of the project?	At this time they are not part of the project. The questionnaire results show most people do not want these facilities. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if sidewalk and street lights should be included in the project since those items are no longer assessed.
11	If street lights are part of the project, what happens to the overhead wires?	In a typical street light project, the overhead wires associated with the street lights would be installed underground in a conduit. In most cases the overhead wires are not only power but cable and telephone. Those utility would continue to stay overhead.
12	What was the purpose of the traffic counters located within the projects?	The traffic counters are used to gather traffic volumes on the streets. If an issue was mentioned on the questionnaires, staff than has the necessary data to determine if changes need to be made with traffic related items such as signage and intersection geometry.
13	Is a construction schedule available? When will the contractor be on my street?	The general time frame of construction is April/May to October/November if the projects are approved. After the award of a project, we conduct a pre-construction meeting at which time the contractor must submit a detailed construction schedule. The schedule must include anticipated start and end dates for each phase of the project. That schedule will be transmitted to residents once it becomes available.

14	Will street lights be forced into the project by the City?	At this time they are not part of the project. The questionnaire results show most people do not want street lights. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if street lights should be included in the project since those items are no longer assessed. Staff will consider the questionnaire results before recommending any improvements.
15	Is the assessment based on the parcel identification (PID) number and is there one assessment per PID?	The assessment is based on a REU, residential equivalent unit. Most properties are a 1 REU as shown on the graphics displayed around the room. In some case, corner lots may have a 1/3 or 2/3 REU.
16	Can additional stop signs be added to the project?	To add additional stop signs to a neighborhood, a resident would file a request with the traffic safety coordinator. The coordinator would measure traffic volumes and review other information to determine if additional stop signs are warranted.
17	Can the sound wall along Normandale Blvd be cleaned up as part of the project?	General maintenance to the sounds wall could be done as part of the project. Please fill out comment cards on that issue so we can review during the design process.
18	What is an REU?	An REU is a residential equivalent unit. A single family home is considered a 1 REU.
19	How should I proceed if I intend to replace my private sanitary sewer service?	Depending on the type of technology you plan to use such as open cut or trenchless, it would be beneficial to complete that work prior to the project. If you plan on open cutting the sewer pipe, we can coordinate with the City's contractor to allow your contractor to complete that work right before the street is reclaimed.
20	How does the new franchise fee work and to what extend would street lights be added to these neighborhoods?	The new franchise fee is added to your monthly bill from both Xcel and CenterPoint. The revenues would be used to fund sidewalks, street lights, and other non-motorized transportation projects. If street lights were added to the projects it would most likely be at intersections and maybe mid-block locations. The street lighting system would be more decorative in nature versus trying to light up the entire length of the roadway. The new lights have screening to knock down the light from going upward and towards the homes.
21	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council approves the project, each property would have a pending assessment on it. If you choose to sell your home, as part of the negotiation process the buyer and seller would determine who is responsible for the pending assessment.
22	Why is Interlachen Country Club not assessed as part of the project?	A property can be assessed if the work provides benefit to the property. Interlachen does not gain benefit from the project because it does not have any driveway access from the project area. And some of the Interlachen properties are undevelopable therefore they would not receive benefit from the project.

City of Edina
Neighborhood Roadway Reconstruction
Pavement Condition Index and
Watermain Break History

Legend

Anticipated Year

2013

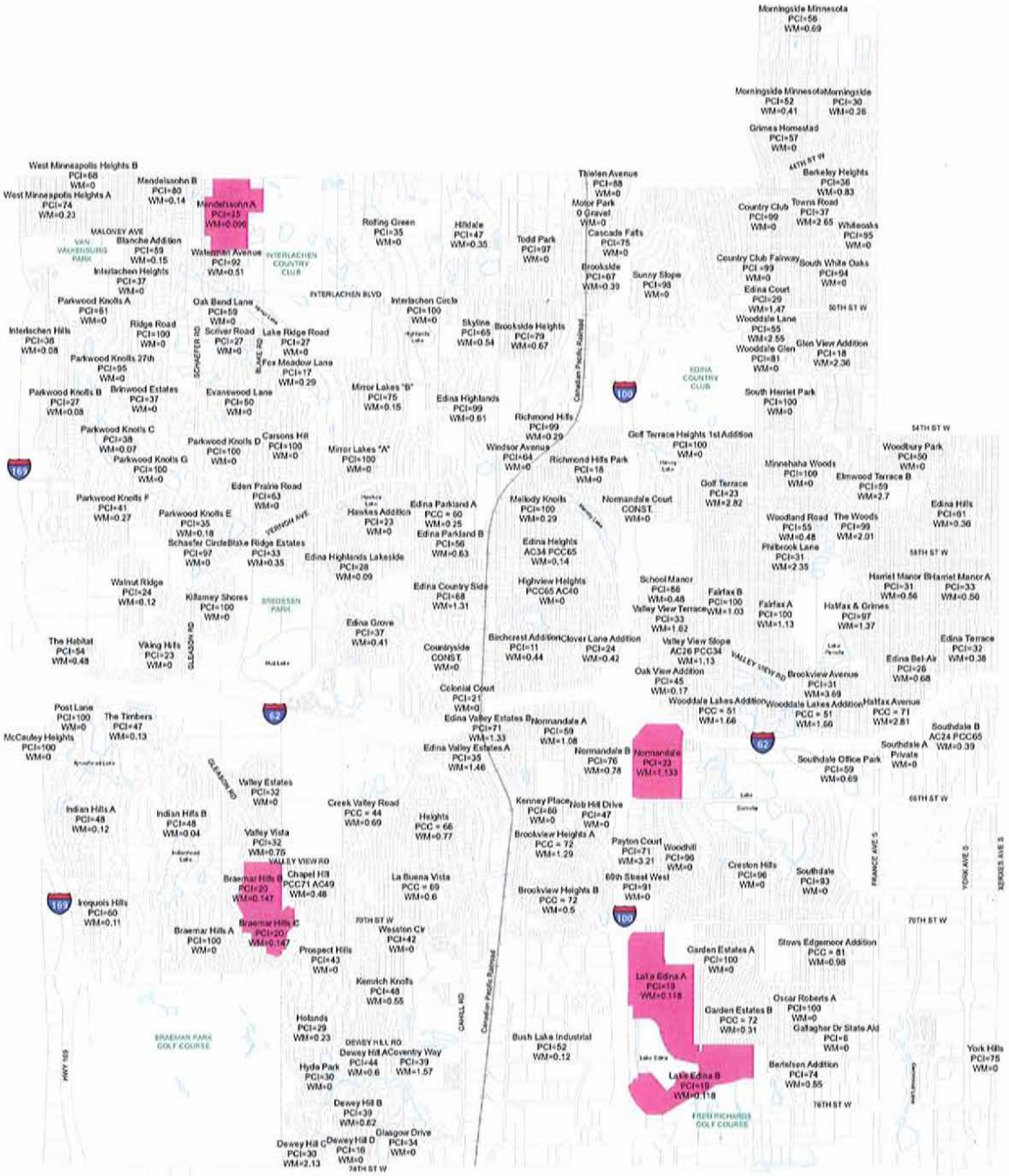
Example

Neighborhood Name
PCI = 0 - 100
WM = Breaks per 500 ft.

Notes

Thin Overlay (PCI= 45 - 65)
Seal Coat (PCI= 66 - 85)
WM Replacement (WM > 1)

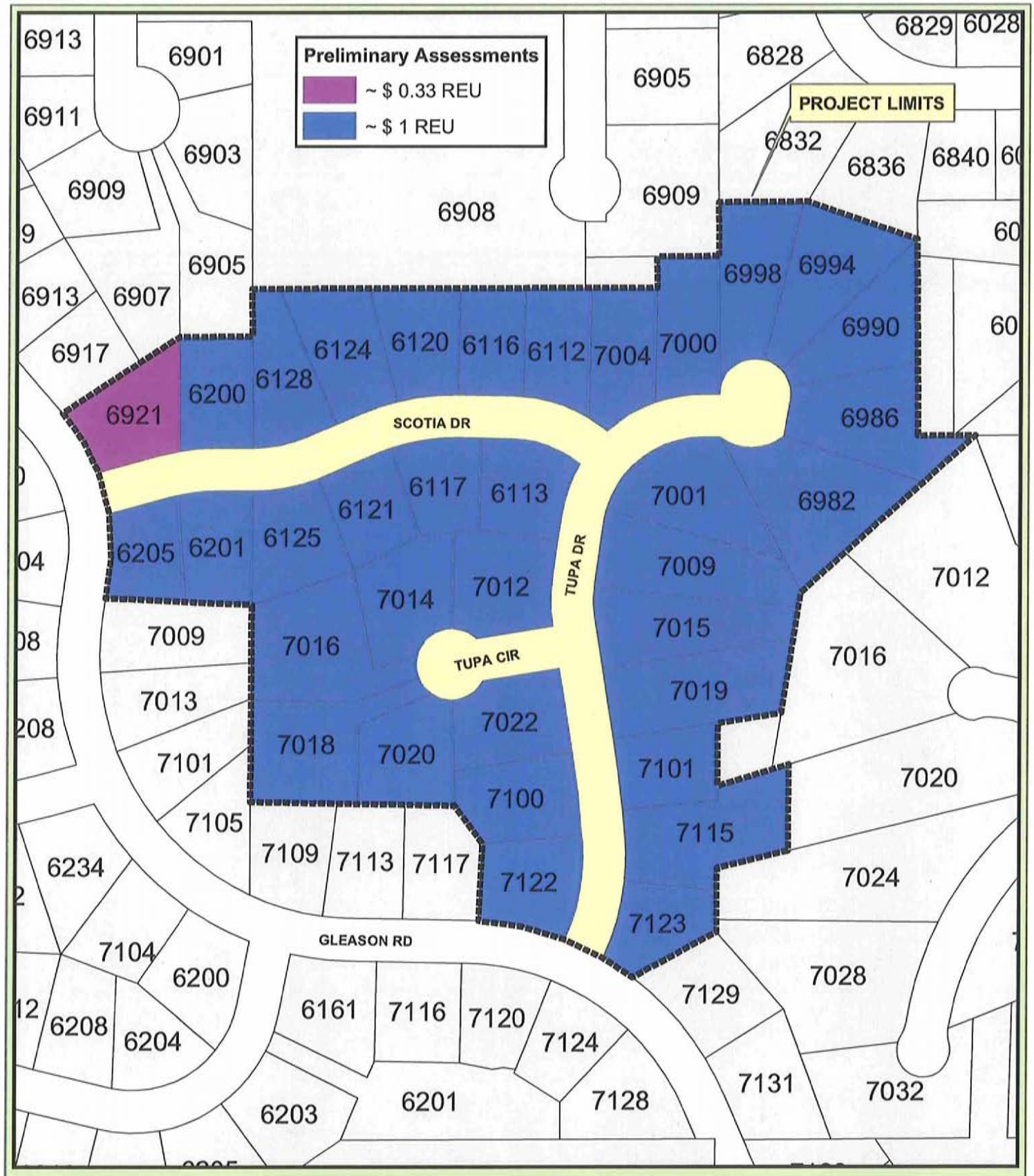
July 2012
Engineering Dept.



Notes

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



Preliminary Assessments
Braemar Hills B Neighborhood
Roadway Reconstruction
Improvement No: BA-395

CITY OF EDINA, MINNESOTA
INCORPORATED 1888

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W E
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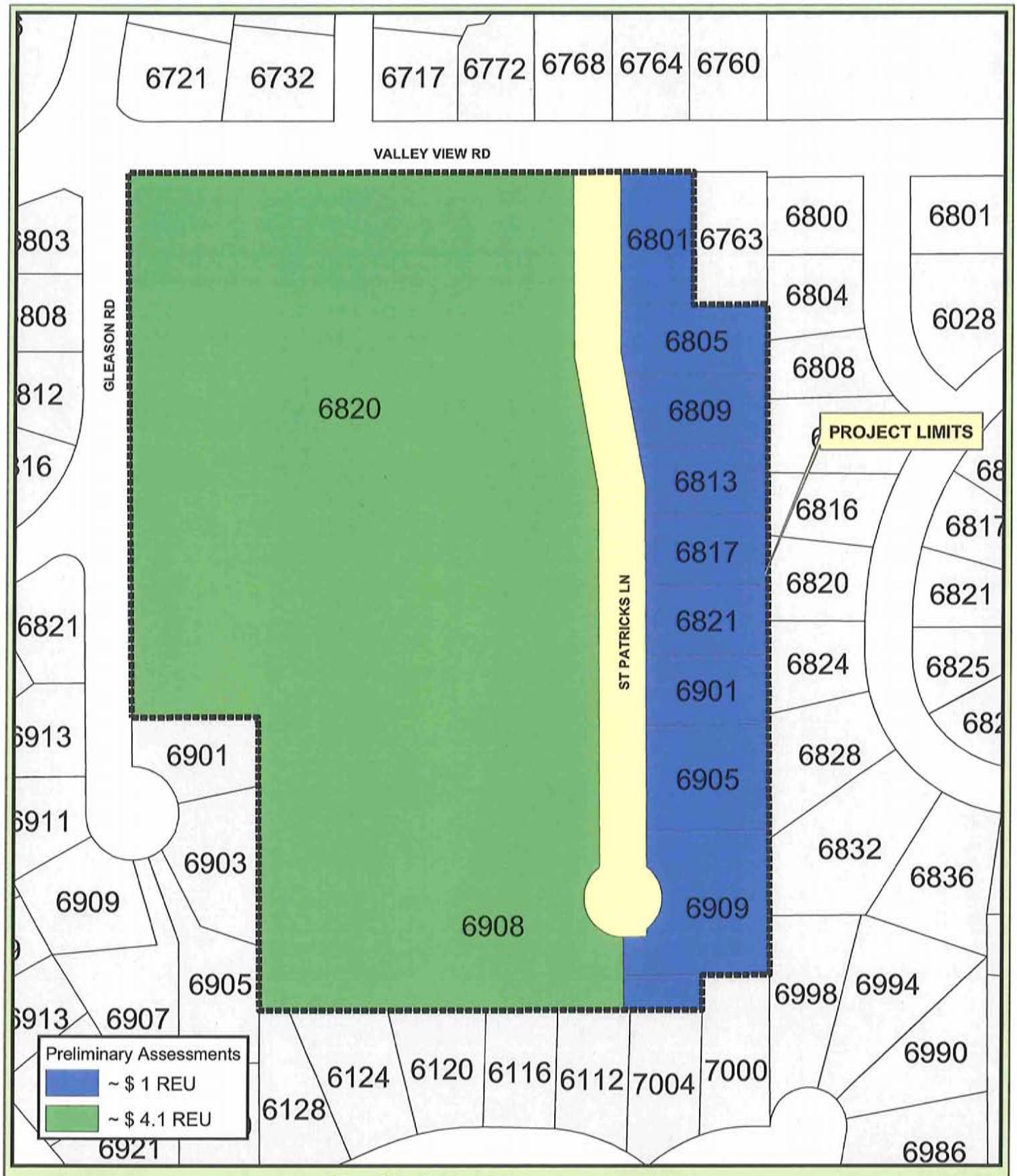
Engineering Dept
July, 2012



Preliminary Assessments
St Patricks Lane Neighborhood
Roadway Reconstruction
Improvement No: BA-396

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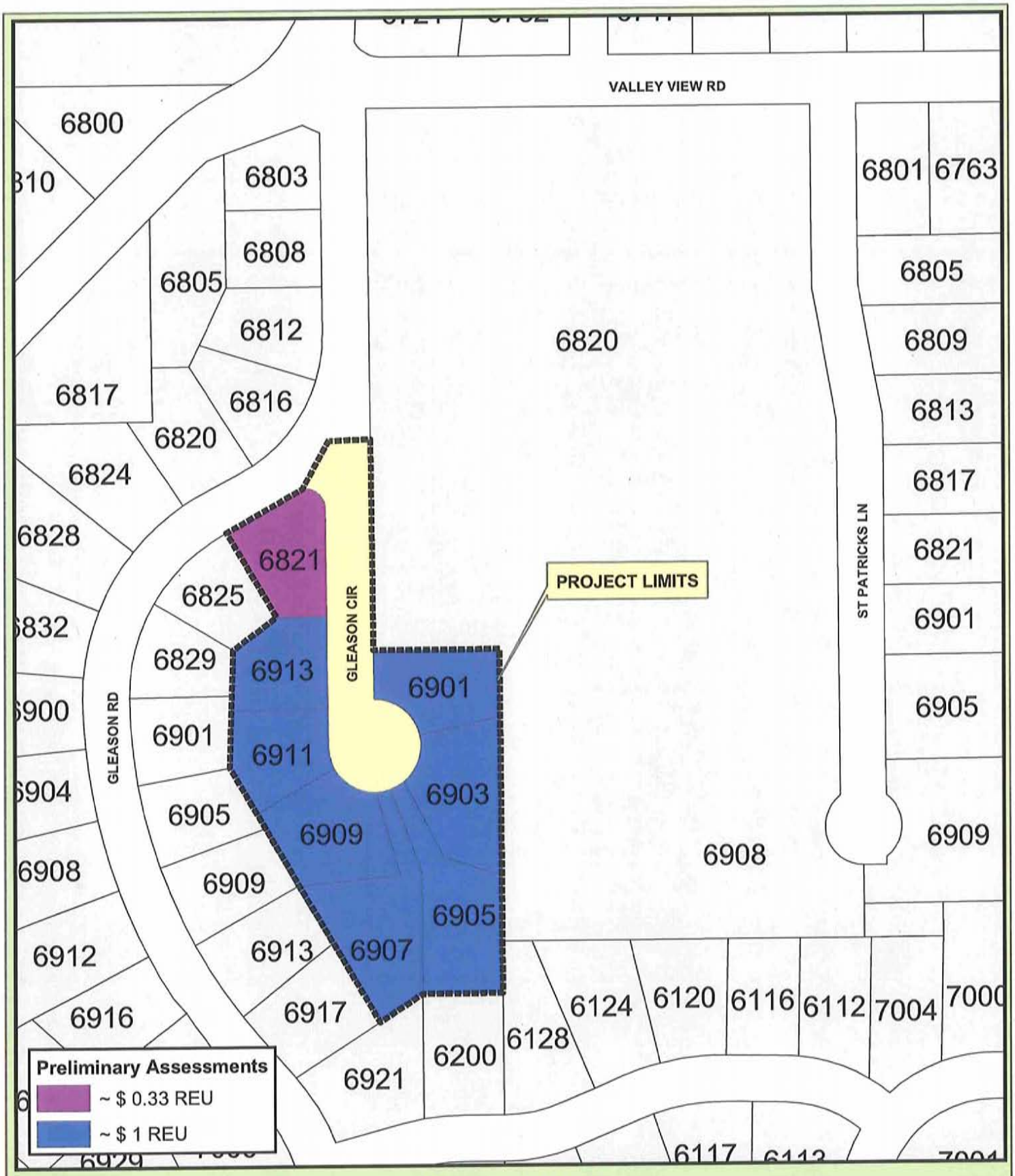
July, 2012



Project Area
Gleason Circle Neighborhood
Roadway Reconstruction
Improvement No: BA-397

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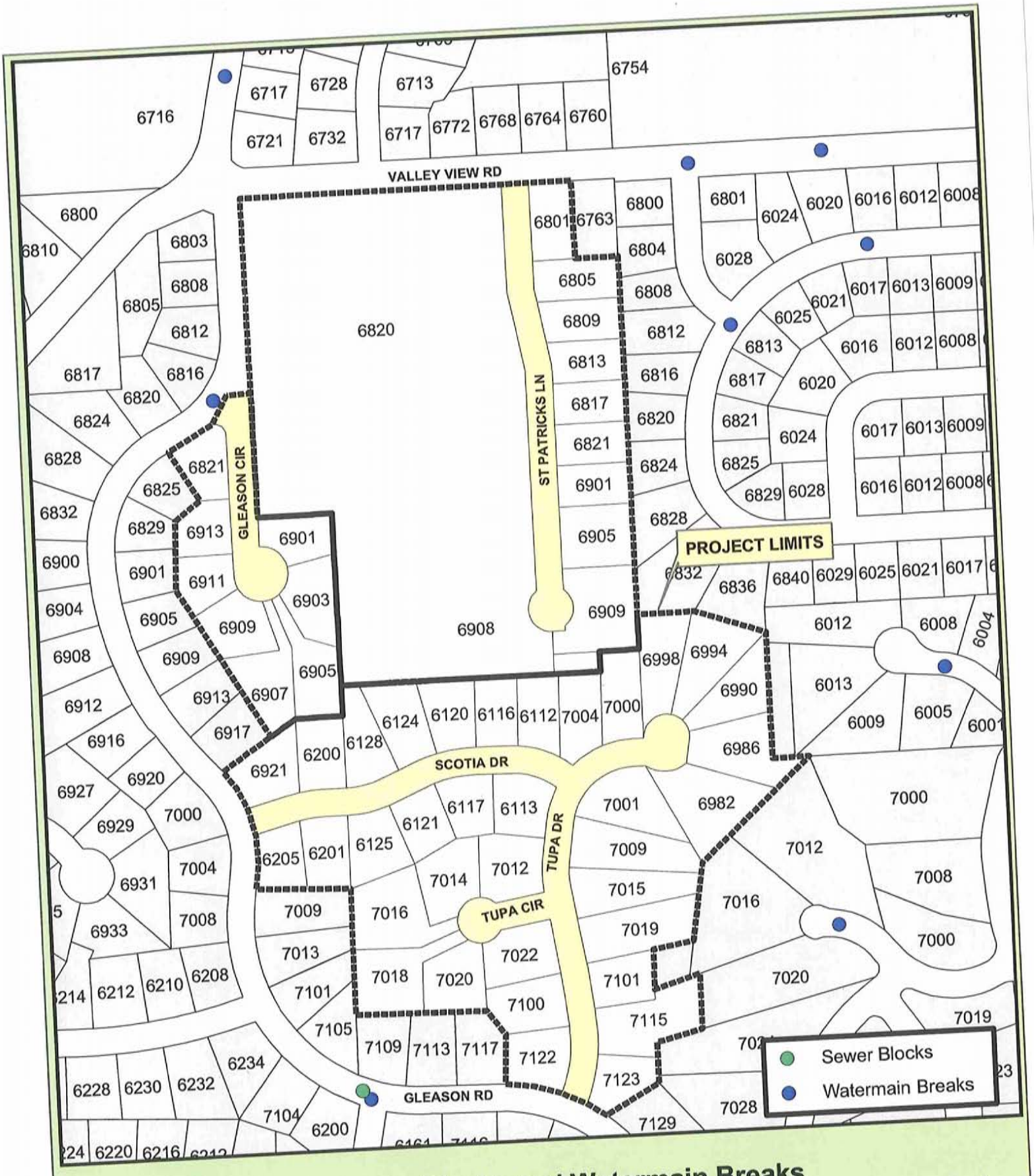
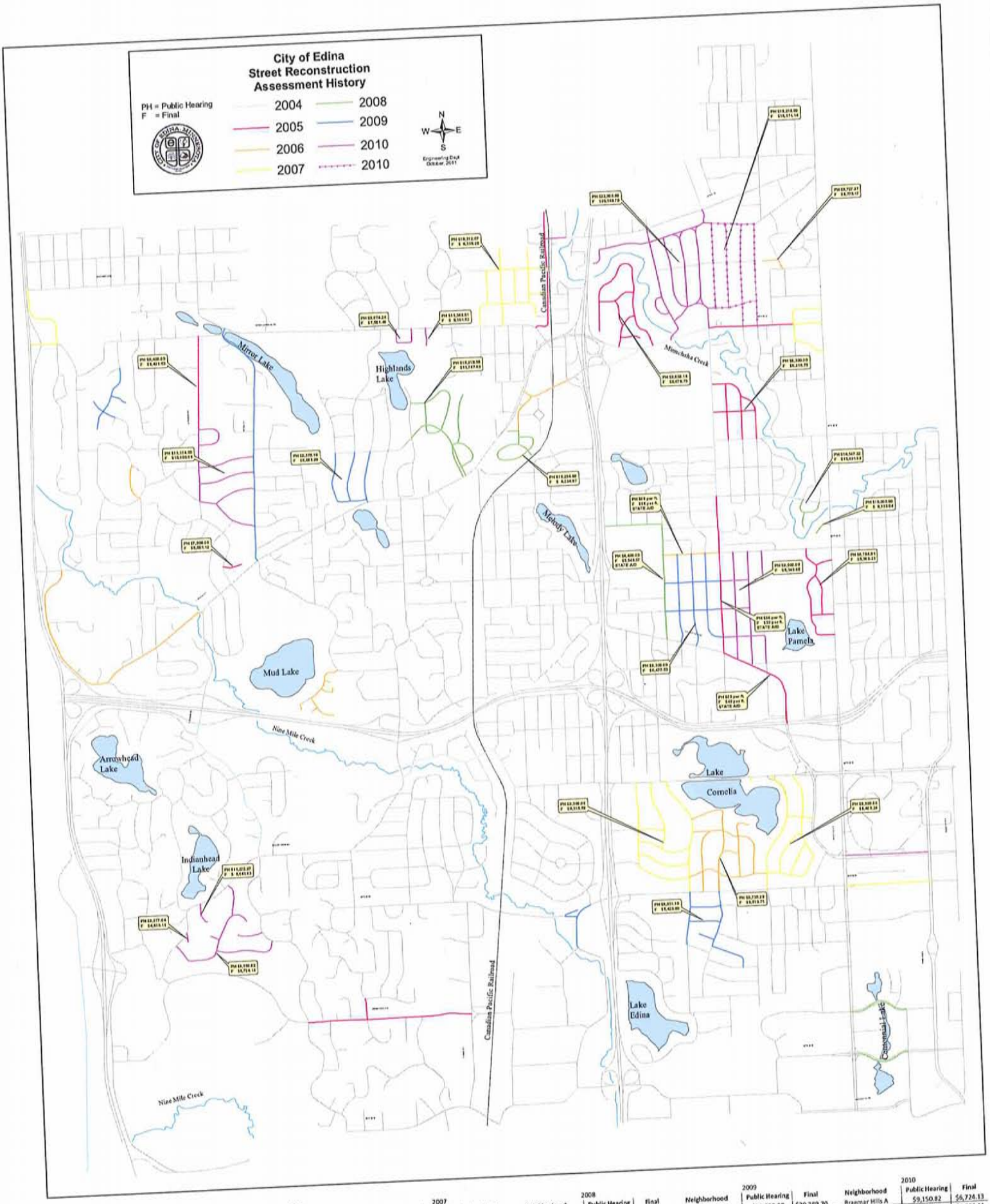


Sewer Blocks and Watermain Breaks
Braemar Hills B, Gleason Cir, St Patricks Ln Neighborhoods
Roadway Reconstruction
Improvement No: BA-395, BA-396, BA-397

N W E S

Engineering Dept
August, 2012



2005			2006			2007			2008			2009			2010		
Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final
Halifax and Grimes	$6,784.91	$5,560.21	58th Street- State Aid	$68/ft	$68/ft	Southdale	$9,300.00	$8,465.24	Concord Ave- State Aid	$4,400.00	$3,548.57	Country Club	$22,900.00	$20,389.70	Braemar Hills A	$9,150.82	$6,724.13
Schaefer Circle	$7,900.00	$8,001.12	Bridge Ln & Towns Rd	$9,727.27	$9,275.17	Todd Park	$10,312.07	$6,355.20	Edina Highlands	$15,210.55	$11,787.89	Country Club Fairway	$18,210.00	$16,174.14	Bror Road	$9,077.04	$4,833.11
Schaefer Rd	$9,400.00	$9,421.53	Creston Hills	$9,735.29	$9,513.71	Woodhill	$9,300.00	$8,315.59	Richmond Hills	$10,234.00	$6,294.87	Fairfax B	$9,300.00	$6,477.53	Interlachen Bluff	$11,349.01	$9,361.52
South Harriet Park	$6,300.00	$6,216.75	Nine Mile Village	$3,500.00	$3,465.14				Wood End Dr	$10,000.00	$9,335.04	Garden Estates A	$8,931.15	$5,423.80	Interlachen Circle	$9,074.24	$7,561.46
Sunnyslope	$9,630.14	$9,678.73							Woodland Ln & Circle	$14,347.22	$13,491.99	Mirror Lakes A	$9,375.16	$6,088.99	Moccasin Valley Road	$11,222.27	$6,643.85
Valley View Rd- State Aid	$50/ft	$49/ft													Pamela Park	$9,000.00	$5,343.65
Wooddale Ave- State Aid	$34/ft	$33/ft													Parkwood Knolls	$13,314.55	$10,800.08

City of Edina Street Reconstruction Assessment History

	Neighborhood	Public Hearing Assessment	Final Assessment
2005	Halifax and Grimes	$6,784.91	$5,560.21
	Schaefer Circle	$7,900.00	$8,001.12
	Schaefer Rd	$9,400.00	$9,421.53
	South Harriet Park	$6,300.00	$6,216.75
	Sunnyslope	$9,630.14	$9,678.73

	Neighborhood	Public Hearing Assessment	Final Assessment
2006	Bridge Ln & Towns Rd	$9,727.27	$9,775.17
	Creston Hills	$9,735.29	$9,513.71
	Nine Mile Village	$3,500.00	$3,465.14

	Neighborhood	Public Hearing Assessment	Final Assessment
2007	Southdale	$9,300.00	$8,465.24
	Todd Park	$10,312.07	$6,355.20
	Woodhill	$9,300.00	$8,315.59

	Neighborhood	Public Hearing Assessment	Final Assessment
2008	Concord Ave- State Aid	$4,400.00	$3,548.57
	Edina Highlands	$15,210.55	$11,787.89
	Richmond Hills	$10,234.00	$6,294.87
	Wood End Dr	$10,000.00	$9,335.04
	Woodland Ln & Circle	$14,347.22	$13,491.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2009	Country Club	$22,900.00	$20,389.70
	Country Club Fairway	$18,210.00	$16,174.14
	Fairfax B	$9,300.00	$6,477.53
	Garden Estates A	$8,931.15	$5,423.80
	Mirror Lakes A	$9,375.16	$6,088.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2010	Braemar Hills A	$9,150.82	$6,724.13
	Bror Road	$9,077.04	$4,833.11
	Interlachen Bluff	$11,349.01	$9,361.52
	Interlachen Circle	$9,074.24	$7,561.46
	Moccasin Valley Road	$11,222.27	$6,643.85
	Pamela Park	$9,000.00	$5,343.65
	Parkwood Knolls	$13,314.55	$10,800.08

APPENDIX E

Preliminary Assessment Role

BRAEMAR HILLS B
ASSESSMENT ROLL
IMPROVEMENT NO. BA-395

	Street	PID	Lot	Block	House No.	Owner	Assessable REU	Assessment Amount	Notes
	Gleason Rd								
1		0611621440033			6921	Wei Chen & Eileen Zhuo	0.33	$ 3,072.30	
	Scotia Dr								
2		0611621440039			6112	Randall & Clare Sercombe	1.00	$ 9,310.00	
3		0711621110051			6113	Blyth Bailey	1.00	$ 9,310.00	
4		0611621440038			6116	Mark & Jennifer Gentry	1.00	$ 9,310.00	
5		0711621110050			6117	Michael & Cecelia Dolan	1.00	$ 9,310.00	
6		0611621440037			6120	Patricia Danforth & Arthur Padovese	1.00	$ 9,310.00	
7		0711621110049			6121	Kimberly & David Kupiecki	1.00	$ 9,310.00	
8		0611621440036			6124	Steven & Ashley Koester	1.00	$ 9,310.00	
9		0711621110048			6125	Charles & Carrie Carroll	1.00	$ 9,310.00	
10		0611621440035			6128	Joan Lang/ Revocable Trust	1.00	$ 9,310.00	
11		0611621440034			6200	William & Faye Miller	1.00	$ 9,310.00	
12		0711621110014			6201	Thomas & Annelege Swigert	1.00	$ 9,310.00	
13		0711621110015			6205	Eileen Laughter & Barry Rosenthal	1.00	$ 9,310.00	
	Tupa Cir								
14		0711621110053			7014	Zhifang Li & Yifei Zhang	1.00	$ 9,310.00	
15		0711621110054			7016	Mandra & Jonathan Mccue	1.00	$ 9,310.00	
16		0711621110055			7018	Phillip & Kellie Schechinger	1.00	$ 9,310.00	
17		0711621110056			7020	Timothy & Pamela Barnett	1.00	$ 9,310.00	
18		0711621110057			7022	Winston & Maxine Wallin	1.00	$ 9,310.00	
	Tupa Dr								
19		0811621220038			6982	Louis & Francine Nanne	1.00	$ 9,310.00	
20		0511621330093			6986	William & Penny Homeyer	1.00	$ 9,310.00	
21		0511621330088			6990	Linda Soranno & Howard Bolter	1.00	$ 9,310.00	
22		0511621330087			6994	Renee & Alexander Mitchell	1.00	$ 9,310.00	
23		0511621330086			6998	Deborah & Allan Schneider	1.00	$ 9,310.00	mailing address: 7160 Kenmare Dr
24		0611621440058			7000	M & John Wright	1.00	$ 9,310.00	
25		0711621110065			7001	Richard Thompson & Amy Manolis	1.00	$ 9,310.00	
26		0611621440040			7004	William & Lizbeth Brann	1.00	$ 9,310.00	
27		0711621110066			7009	Pete & Jane Pooler	1.00	$ 9,310.00	
28		0711621110052			7012	Richard & Carolyn Davies	1.00	$ 9,310.00	
29		0711621110067			7015	James Pascale/ Trustee	1.00	$ 9,310.00	
30		0711621110068			7019	Stanley & Luella Goldberg	1.00	$ 9,310.00	
31		0711621110058			7100	Kristina & Douglas Strawbridge	1.00	$ 9,310.00	
32		0711621110063			7101	Stacy & Dean Tangren	1.00	$ 9,310.00	
33		0711621110069			7115	Rishia & Andrew Zimmern	1.00	$ 9,310.00	
34		0711621110039			7122	Lucille & Curtis Peterson	1.00	$ 9,310.00	
35		0711621110040			7123	John Ellingboe & Catherine Cella	1.00	$ 9,310.00	

Braemar Hills B Preliminary Total Cost $ 319,612
Braemar Hills B Total Assessment REU 34.33
Average Cost Per REU $ 9,310.00

Note: 11/7/12 Total Cost changed by SA per CM.

ST. PATRICKS LANE
ASSESSMENT ROLL
IMPROVEMENT NO. BA-396

	Street	PID	Lot	Block	House No.	Owner	Assessable REU	Assessment Amount	Notes
	St. Patricks La								
1		0611621440045			6801	Gary & Abigail Berg	1.00	$ 11,300.00	
2		0611621440047			6805	James & Frances Huettl	1.00	$ 11,300.00	
3		611621440048			6809	Areef & Shelina Ishani	1.00	$ 11,300.00	
4		0611621440049			6813	Thomas & Mary Stoltman	1.00	$ 11,300.00	
5		0611621440050			6817	Edith Pauli & B Vonschmidt-Pauli	1.00	$ 11,300.00	
6		0611621440004			6908-6820	Church Of St Patrick	4.80	$ 54,240.00	
7		0611621440051			6821	Marc & Jennie Donnelly	1.00	$ 11,300.00	
8		0611621440052			6901	Roger & Kay Manthe	1.00	$ 11,300.00	
9		0611621440053			6905	Peter & Lynn Ramme	1.00	$ 11,300.00	
10		0611621440054			6909	Joel & Amy Anderson	1.00	$ 11,300.00	

St. Patrick's Lane Preliminary Total Cost $ 155,940.00
St. Patrick's Lane Total Assessment REU 13.80
Average Cost Per REU $ 11,300.00

Note: 11/7/12 Total Cost changed by SA per CM.

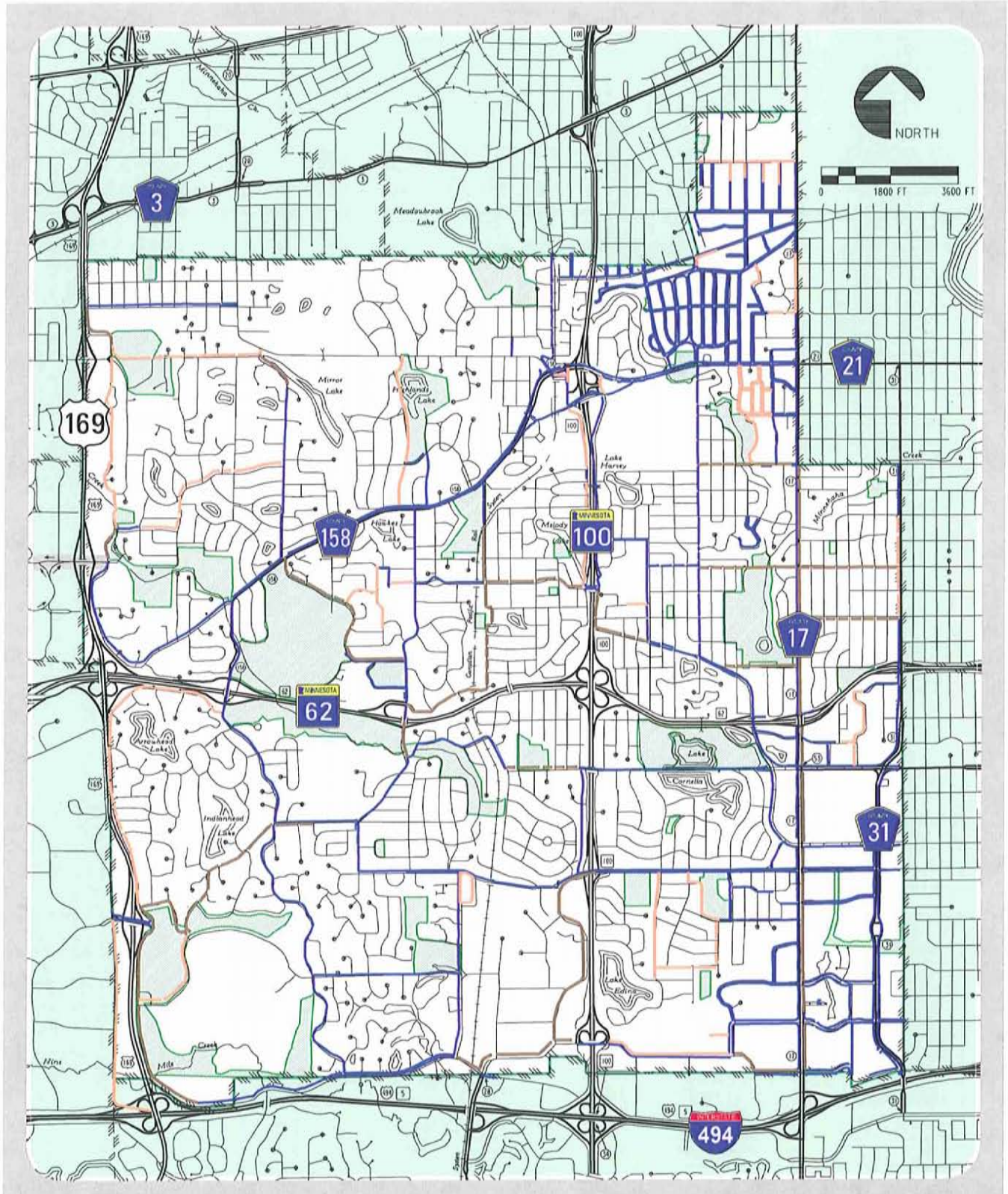
GLEASON CIRCLE
ASSESSMENT ROLL
IMPROVEMENT NO. BA-397

	Street	PID	Lot	Block	House No.	Owner	Assessable REU	Assessment Amount	Notes
	Gleason Cir								
1		0611621440018			6901	Stacey & Michael Lauen	1.00	$ 11,600.00	
2		0611621440019			6903	Francis Smith	1.00	$ 11,600.00	
3		0611621440020			6905	Kim & Eric Osmundson	1.00	$ 11,600.00	
4		0611621440021			6907	Zvi & Amy Frankfurt	1.00	$ 11,600.00	
5		0611621440022			6909	Maynor & Curt Arvidson	1.00	$ 11,600.00	
6		0611621440023			6911	Candice Jackson/ Trustee	1.00	$ 11,600.00	
7		0611621440024			6913	Richard & Mary Hill	1.00	$ 11,600.00	
	Gleason Rd								
8		0611621440025			6821	Bernerd & Adina Dahlin	0.33	$ 3,866.67	

Gleason Circle Preliminary Total Cost $ 85,028.00
Gleason Circle Total Assessment REU 7.33
Average Cost Per REU $ 11,600.00

APPENDIX F

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)



LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

Note: Park Pathways are included on Figure 7.11

City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

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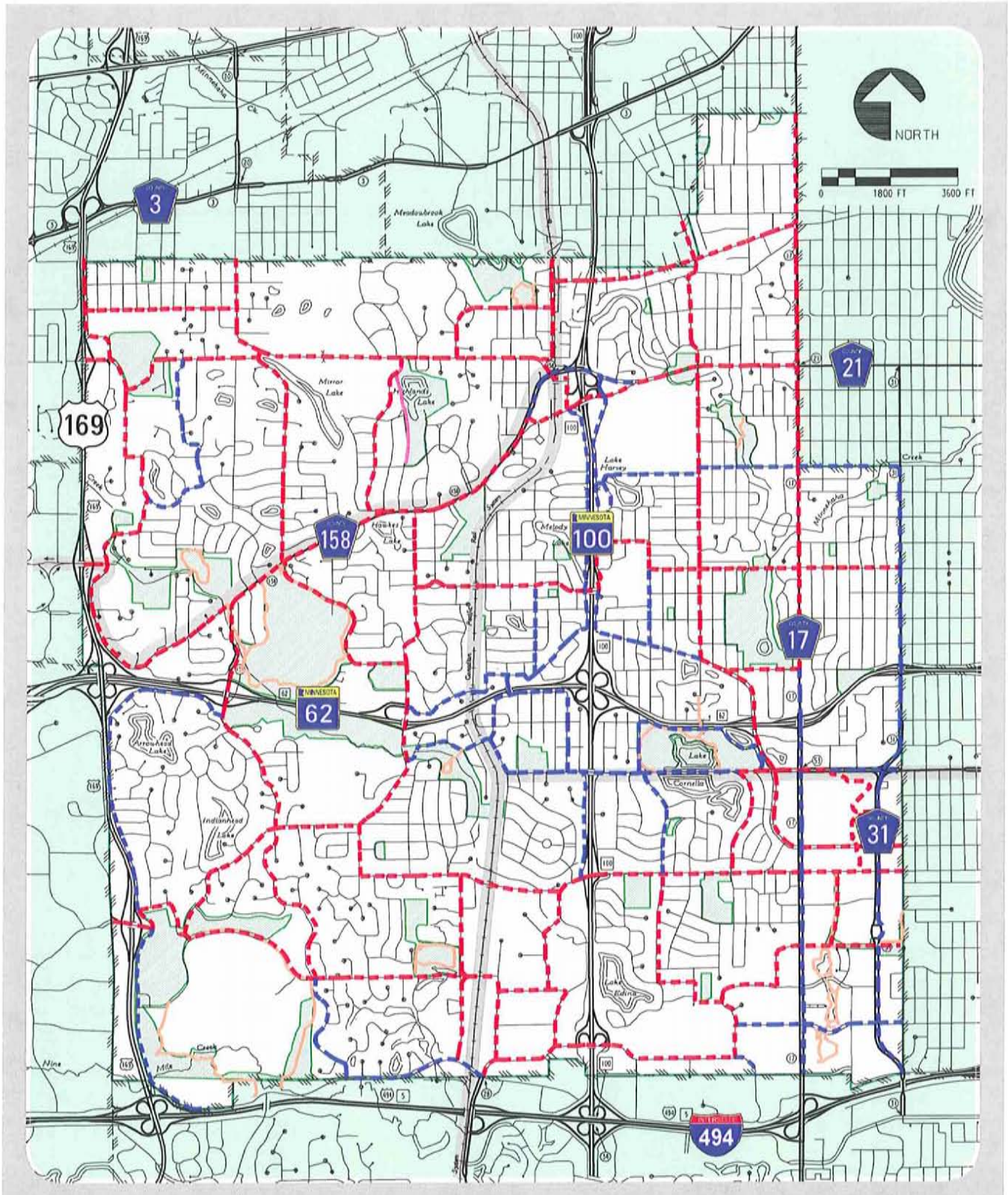

LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- Proposed Park Pathway

From the 2007 Edina Comprehensive Bicycle Transportation Plan

- Primary Route
- Secondary Route

City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

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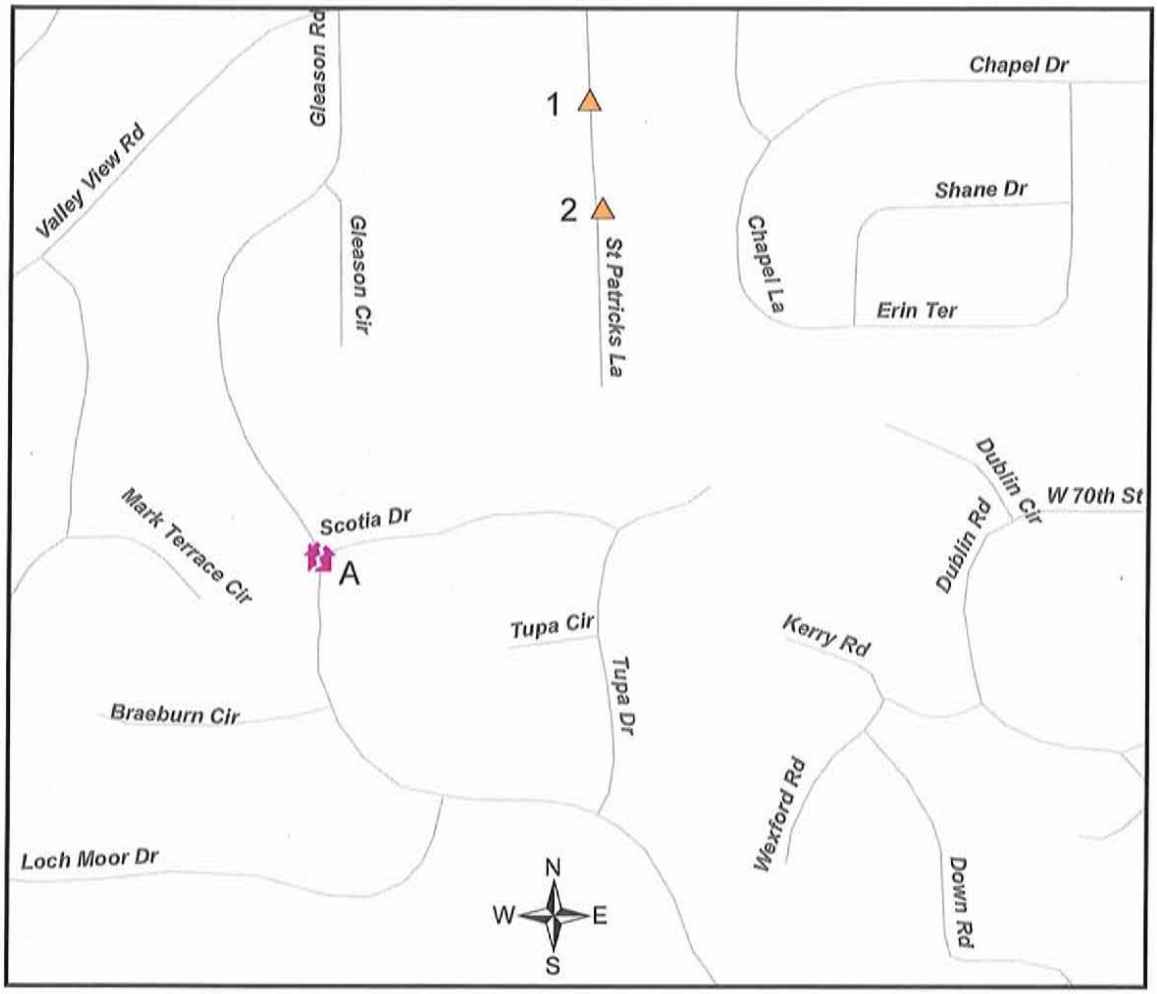
APPENDIX G

2012 Lake Edina Traffic and Crash Data

2013 Breamar Hills B, St. Patricks Lane, and Gleason Circle Traffic/Crash Data



Traffic Data

Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	St. Patricks Lane	2012	159	22.3
2	St. Patricks Lane	2012	47	27.2

Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2004	Jan.	1500

APPENDIX H

Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

HRGreen

BARR

MEMO

To: Wayne Houle, PE – Edina City Engineer
Michael Thompson, PE – Edina Living Streets Committee Chair

From: Dan Edgerton, AICP – HR Green
Jack Broz, PE – HR Green
Fred Rozumalski, RLA – Barr Engineering Co.
Matt Metzger, PE – Barr Engineering Co.

Subject: Edina Living Streets – Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

Date: July 16 , 2012

1.0 Introduction

The City of Edina seeks to encourage the development of a more accessible and sustainable transportation system over time. To accomplish this goal, the city envisions redesigning its street network using a "complete streets" approach, guided by green streets and active living design principles. The result will be a "living streets" system which facilitates all modes of transportation, incorporates ecological services, and encourages walking and bicycling through safe and aesthetically attractive transportation corridors. The purpose of this memorandum is twofold:

1. To document the review of existing plans and policies relevant to living streets, and
2. To provide a framework for a Living Streets Policy and Plan.

2.0 Review of Existing Plans and Policies

The City of Edina has implemented a number of planning and policy documents, ordinances, and other initiatives which have a bearing on transportation system investment decisions. Attachment 1 includes a draft livings streets policy background document, prepared by the city. This document summarizes the relevant plans and policies which lead to the undertaking of the current study, many of which provide the policy direction and guidance for the city's living streets efforts. In contrast, some existing policies and regulations could conflict with or create a barrier to the implementation of a living streets program.

The following is a brief summary of the documents, regulations, and programs most relevant to living streets. As the city moves toward implementation of its Livings Streets Policy and Plan, each of these documents should be reviewed and policies and regulations with a direct connection to transportation design elements (i.e., right-of-way, sidewalks, trees, etc) should be amended in order to expressly support the city's living street goals.

Plans and Studies

- Edina Comprehensive Bicycle Transportation Plan (2007)
  The Edina City Council adopted a Comprehensive Bicycle Plan in 2007. The guiding vision for this document is to support the gradual transformation of the City of Edina into a "progressive

bicycle-friendly community where citizens can easily integrate cycling into their daily lives." This document compliments living street by planning for a fully integrated, safe, and inviting bicycle network for a full range of users.

- Edina Comprehensive Plan (2008)
  The Edina City Council adopted an updated Comprehensive Plan in 2008. The plan promotes a vision for a city that is pedestrian, bicycle and transit friendly and inclusive of all users. A number of chapters are relevant to living streets, including Chapter 2: Visions, Goals, and Objectives; Chapter 4: Land Use and Community Design; Chapter 7: Transportation Plan; and Chapter 10: Energy and the Environment.

- Edina Comprehensive Water Resources Management Plan Update (2009)
  The City of Edina developed a Comprehensive Water Resources Plan in 2009. This plan establishes the City's goals and policies for municipal drainage systems, design criteria, and rules for development and redevelopment. The plan supports the living streets goals to reduce street water runoff into watersheds.

- Edina Capital Improvement Plan (2012)
  The purpose of the Capital Improvement Plan (CIP) is to guide capital investment decisions based on a community's needs, taking into account the best use of limited resources while providing efficient and effective municipal services. As the Edina Living Streets Policy is implemented, the CIP should be revised to reflect prioritization of capital investments in accordance with the city's living streets goals.

Programs and Initiatives

- Edina Fit City Program (Resolution 2006-70)
  In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program," which recognizes cities committed to creating and maintaining an environment supportive of active living. The goals of the Fit City program and the City's resolution supporting an activity-friendly community compliment living streets.

- Edina Green Steps Program (Resolution 2011-37)
  The City of Edina adopted a resolution to participate in the Minnesota Pollution Control Agencies (MPCA) Green Step Cities program in 2011. The Green Step Cities program aims to provide Minnesota cities a clear pathway to greater sustainability based on implementing best practices specific to Minnesota cities. Several of these best practices would be supported by a Living Streets Policy, including, #11: Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts); #12: Mobility Options (walking/biking, Safe Routes to School, etc.); #16: Urban Forest; #17: Efficient Stormwater Management; #18: Green Infrastructure (porous pavement, swales, etc.); and #19: Surface Water Quality (rain gardens, etc.).

- Edina Do Town Program (2011)
  In September 2011, the City of Edina, in partnership with Bloomington and Richfield, launched an 18-month initiative to improve community health by making changes that support healthy eating and active living choices. This initiative would fit with a Living Streets policy by seeking to promote active living which is a core principal of living streets.

Policies and Regulations

- Edina Assessment Policy (2010)
  The purpose of the Edina Assessment Policy is to provide regulations for assessments to properties for non-state aid street projects. This policy is relevant to Living Streets as it governs

how traditional street improvements are funded. As the Edina Living Streets Policy is implemented, the city should seek new and innovative ways to provide additional funding for design elements related to livings streets and update its assessment policy to clearly define how each street design element will be funded.

- Municipal State Aid Special Assessment Policy (2010)
  The purpose of the Municipal State Aid (MSA) Assessment Policy is to establish assessment rules for MSA improvement projects. As the Edina Living Streets Policy moves forward, the city should collaborate with its partners (i.e., Hennepin County, MnDOT, etc.), to identify new ways to support the implementation of living streets in Edina.

- Edina City Code
  The Edina City Code is a comprehensive document which codifies the general ordinances of the City of Edina. Several elements of the City Code will have a direct bearing on the implementation of living streets within the city, whether through supporting policies, or in some cases policies that conflict with living streets principles. The following is a listing of some of the relevant chapters (not all inclusive). Upon implementation of a Living Streets Policy in Edina, these elements of the City Code should be reviewed and updated as necessary to expressly support the city's living streets goals.
  - *Chapter 4: Buildings, Construction and Signs* – Revise the following sections to support living streets principles such as creating livable neighborhoods.
    - Section 405: Landscaping, Screening and Erosion Control
    - Section 421:Right-of-way management
  - *Chapter 7: Health* – Consider linking this ordinance to the Living Streets Policy to support active living goals.
  - *Chapter 8: Land Use Plats and Zoning (all sections)* – Consider adopting form based zoning polices which emphasize size and position over use. This tool could be used to encourage living streets tenants such as mixed use development which promotes active living and helps to make the street a more attractive environment for non-motorized users.
  - *Chapter 10: Misdemeanors and Nuisances* – Revise the following sections to support living streets principles such as reducing the total amount of paved area through modified parking and vegetation ordinances.
    - Section 1046: Parking and Storage of Vehicles and Equipment
    - Section 1050: Maintenance of Vegetation
  - *Chapter 11: Public Utilities (all sections)* – Revise this chapter to support the stormwater efficiency goals of living streets.
  - *Chapter 12: Streets and Parks (all sections)* –This chapter should be thoroughly reviewed and revised to support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements and to place greater emphasis on serving the needs of non-motorized users.
  - *Chapter 14: Traffic Control and Vehicles* – The following sections should be thoroughly reviewed and revised to both support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements, and to remove barriers such as excessive auto "clear zone" requirements as appropriate.
    - Section 140: Pedestrian, Bicycle, and Vehicular Traffic, Parking, Standing and Loading
    - Section 1405: Clear View Zone

In addition, as living streets implementation moves forward, the city should adopt additional policies and ordinances in support of living streets, such as traffic calming and street design guidelines. These policies should be defined as part of the future living streets planning process.

3.0 Lessons Learned

The following is a summary of key lessons learned during previous Living Streets efforts in other municipalities.

Lessons Learned in Los Angeles County, CA

(May 3, 2012 Discussion with Ryan Snyder of Ryan Snyder Associates)

Lessons learned related to policy:

- Build a policy from the ten policy elements delineated in Table 2.1 of the Los Angeles County Model Design Manual for Living Streets.
- Exceptions should be rare. The process for design and review must be clear.
- City procedures and standards need to be changed as appropriate to accommodate the new policy. For example it may be stipulated the a bike advisory committee reviews all street projects, or a pre-design check list is created for components of Living Streets (e.g. pedestrian circulation, stormwater management, street trees).
- It is important to create implementation plans. It might include plans such as Safe Routes to School (SRTS), a sidewalk plan, or an urban forest plan.

Lessons learned related to implementation:

- For each street project Ryan recommends well facilitated workshops with property owners to first educate them on Living Streets, and then to have them participate in the selection of street elements appropriate for their street.
- During the education process show lots of photographs and drawings of Living Streets as well as dysfunctional streets. Make it very visual. Explain all the benefits. Talk about the down side of keeping the street as it is.
- It is important to have all voices (supporters as well as opponents) at the table during the facilitated workshops, and to encourage the quiet people to speak their mind. It helps to break into small groups and have a balance of opinions at each table.
- In preparing for the workshops, understand any complaints about the project street beforehand in order to respond with a Living Streets solution. Create solutions from the complaints.
- Label this policy as a traffic calming and street beautification initiative rather than undefined term such as Bike Boulevard or Living Streets. This allows focus on the benefits, and prevents a target for opponents.
- The most significant opposition to Living Streets stems from confusion about traffic congestion. When proposing a Living Street project, designers and staff should be well prepared with statistics from other projects and other cities that prove that congestion does not become an issue. Ryan suggests steering the conversation away from congestion and to the life style benefits of Living Streets.

- Ryan has found that it is essential for city leadership to stand behind the plan. Staff must be fully supported in the process of implementing Living streets, and not be put in the middle of disputes between neighborhood factions.
- It will be important to provide Living Streets training for city staff.

Lessons Learned in Creating the North St. Paul, MN Living Streets Policy and Plan

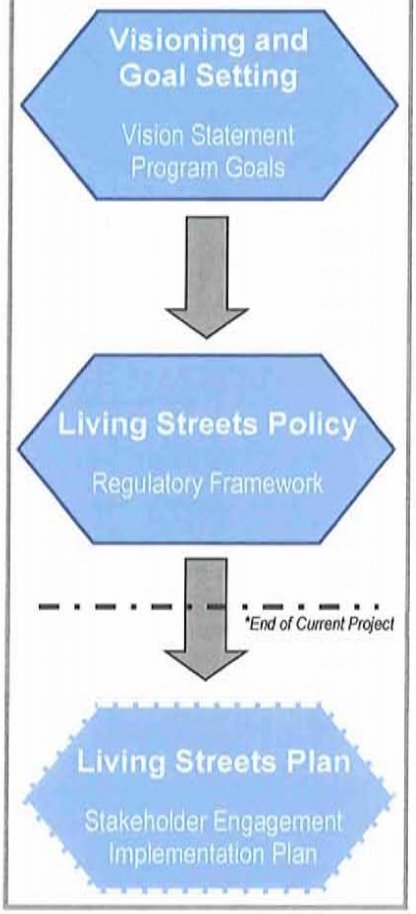
(Barr Engineering Staff)

- Gather feedback about Living Streets concepts from residents prior to targeting specific neighborhood projects. Then, implement Living Street projects in areas where demographics or questionnaire feedback shows support. If there are residents who have a history of opposing proposed actions by the City, they are likely to oppose a new effort as well.
- During the N. St. Paul community engagement process, public opinions showed correlations with demographics. Much support was seen from younger families, new to the area, some with children. Much dissent was received from older, senior residents who have resided in the neighborhood for a long time.
- Every street and neighborhood is unique. The street reconstruction elements favored by residents are likely to vary. The complexity of design on different street types (state-aid vs. locally funded) will vary. Implementation should be flexible to accommodate the needs of each unique street segment.
- A useful strategy may be to not name the effort "Living Streets", but to simply make changes to street reconstructions policies, design process and focus on safe routes to school. In North St. Paul the term became a target for residents opposed to the project. Reconstructing streets using Living Street design elements under the usual capital-improvement process may prove to be a good strategy.
- In North St. Paul and Maplewood, it was vital to have a design process framework for the Ramsey-Washington Metro Watershed District to cooperate w/ the City Engineer(s). This cooperative effort facilitated design development and feedback exchange at key phases of concept and final design. The District and City worked together to develop design templates and final designs that addressed their various goals and the goals of other stakeholders. Developing a design process in Edina that engages various stakeholders early in the design process and throughout design and construction is recommended.

4.0 Living Streets Development Framework

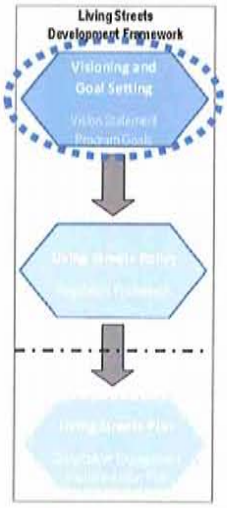
In order to implement an effective living streets program in Edina, the city should develop a Living Streets Policy and Plan, which includes a clearly stated vision statement and goals, a set of supporting policies, and a process or plan for implementation. This development framework is illustrated in Figure 1. This document presents a draft living streets vision and a policy template developed based on the initial stakeholder engagement workshop described below. These represent the first two steps in the development framework. The third step, which includes a detailed plan for implementation of Living Streets in Edina, will be developed as part of a future effort.

Figure 1: Living Streets Development Framework



A Living Streets Policy will provide the regulatory framework for living streets and a Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates. The purpose of this framework is to facilitate discussion in order to move the City toward adoption of an Edina Living Streets Vision and the development and implementation of a Living Streets Plan. This material should be continually updated and refined as the living streets implementation process moves forward.

Visioning and Goal Setting



In March of 2012 the City of Edina hosted a two part Living Streets Workshop, facilitated by a nationally recognized living streets expert (refer to Attachment 2 for a summary). The purpose was to introduce participants to the living streets concept and to initiate the process of developing a Living Streets Policy in Edina. A key result of this effort was the engagement of stakeholders in the visioning, goal setting, and policy making process. The results and proceedings from this workshop served as the basis for the development of the vision and policy framework presented below.

Living Streets Vision

The purpose of the vision statement is to set the philosophical framework for living streets in Edina. It should answer the question *"why implement living streets?"*, creating a picture or vision of the community which Edina residents are striving toward. As part of the Living Streets workshop, attendees participated in a visioning exercise in which they were asked "What will be the vision behind a new living streets policy? (refer to Attachment 2)" Based on this visioning session a series of common themes emerged. These themes paint the vision for living streets in Edina.

Participants envisioned Edina as a place…

… where all modes of transportation are equally accessible

… with a cohesive community identity

… where families regularly choose walking or bicycling instead of driving

… where biking and walking are not only safe and convenient, but also enjoyable

... where people choose physical activity for enjoyment

... where public policy strives to promote sustainability through balanced infrastructure investment decisions.

... where the streets are a place you want to sit.

... where environmental stewardship and reduced energy consumption are pursued in the public and private sectors alike.

Based on the themes described above, the Edina Living Streets Committee developed the following draft vision statement for stakeholder consideration.

Draft Edina Living Streets Vision Statement

> *Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

The purpose of this draft statement is to facilitate discussion in order to move the City toward an approved Edina Living Streets Vision. This vision statement should be continually updated and refined as the living streets study process moves forward.

Living Streets Goals

In order to develop a policy which moves the city toward its vision for living streets, it is important to clearly articulate the goals and priorities of the living streets program. Goals should answer the question "*what will living streets look like?*", stating the broad, overriding outcomes the city wants to achieve. Typical goals for implementing living streets are listed below:[1]

- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce stormwater runoff and capture/treat pollutants for improved watershed health
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Maintain and improve the urban forest

With these goals presented as a basis, participants of the Edina Living Streets Workshop developed the following priorities for living streets in Edina:

Living Street Priorities

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Further, the following were identified as additional goals or attributes for the Edina Living Streets System:

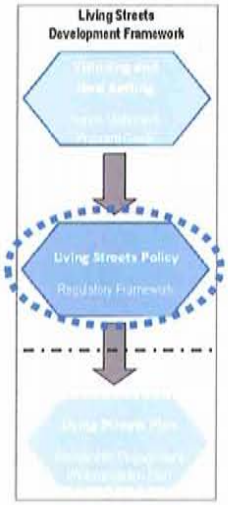
Secondary Goals

- Foster income equity
- Pedestrian-oriented design
- Connect people, not just places

[1] Los Angeles County. Model Design Manual for Living Streets. 2011.

- Foster active lifestyles
- Be inviting
- Support commerce
- Be sustainable

Living Streets Policy Development



The intent of a living streets policy is to provide policy direction in support of implementing the city's living street vision and goals. A livings streets policy should answer the question "*how will we achieve living streets*?" It should be broad enough to cover all aspects of the transportation system and should contain sufficient detail to guide the design process in support of living streets principles. The policy should not prescribe how to design every segment of every street; rather, it should clearly define what the city wants to accomplish with its streets and refer to specific design guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, design templates, etc.).

Los Angeles County has developed a living streets policy model based on the 10 policy elements for complete streets established by the *National Complete Streets Coalition*, updated to incorporate living streets principles.[1] Any agency may adopt all or part of the Los Angeles model as is, or modify the model based on community goals, provided the Los Angeles Count Design Manual is acknowledged and credited as appropriate.

The following is a draft Edina Living Streets Policy framework, which was developed using the Los Angeles County model described above as a template, and updated to reflect the values of Edina. This framework includes a range of policy elements and statements intended to provide comprehensive policy level support for living streets. The policy is intended to provide a regulatory framework for living streets and not a plan for implementation.

The draft policy framework should be reviewed and refined by the Edina Living Streets Committee throughout the living streets process, based on comprehensive stakeholder engagement and continuous public outreach. Once the Edina Living Streets Policy has been finalized, the Living Streets Committee should present the policy to the full Edina Transportation Committee for final approval and recommendation to the City Council. Once a final policy is drafted and approved, the policy can be enacted by the City through a living streets ordinance or resolution enacting the policy.

Draft Edina Living Streets Policy

Vision Statement – *Why?*

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Goals (based on Edina Living Streets Workshop – March 2012) – *What?*

The goal of the Edina Living Streets Policy is to ensure the following:

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Policy Elements (guided by Los Angeles Co. model) – *How?*

Living Street Element	*Policy Statements*
Vision	The City will develop policies and practices that cause its transportation system to be designed in accordance with the Living Streets Vision and Goals described above.
All Users and All Modes	The City will incorporate the full range of appropriate living streets elements in accordance with its Living Streets Policy and Plan when planning for and designing the local transportation network and in regulatory approvals for private developments, such as conditional uses and PUD. The City will plan, design, and build high quality transportation facilities that prioritize the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.
Connectivity	The City will strive to enhance community cohesion by connecting places. This will include design, operation, and maintenance of a transportation system that provides a highly connected network of streets, paths, and trails. The street network will accommodate all modes of travel. The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and to adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit. The City will prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses. The City will require large, new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.
Jurisdiction	The City will seek to implement livings streets on all streets within Edina. The roadway network in Edina generally comprises state, county, and local routes. Policies and legislation supporting living streets implementation on state and county routes are in place. The State of Minnesota has passed legislation in support of complete streets on state routes and MnDOT is in the process of developing a Complete Streets Policy. Hennepin County has enacted a policy supporting complete streets implementation on County routes. While there are differences, Edina's living streets vision and the state and county complete streets efforts are complementary. The Edina Living Streets Policy applies to all roads within the City's jurisdiction (local, collector, and arterial).

	The City will require all developers to obtain and comply with the standards and procedures of the Edina Living Streets Policy and Plan. The City will actively seek to coordinate its Living Streets Policy and Plan with partner agencies, in order to influence decisions on roads outside of its jurisdiction (i.e., MnDOT and Hennepin County). This will include providing a copy of the Edina Living Streets Policy to partner agencies, and seeking their input throughout the Living Streets Plan development process. At a minimum, this outreach to partner agencies will include MnDOT, Hennepin County, the Metropolitan Council, and the Minnehaha Creek and Nine Mile Creek Watershed Districts.
Phases	As living streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, the City will apply the living streets policy document to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use. Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a roadway construction project, in order to ensure multimodal connectivity and continuity. The City will draw on all sources of transportation funding to implement living streets and actively pursue new funding sources as available.
Exceptions	Living streets implementation will be a required component of ALL street construction, reconstruction, repaving, rehabilitation, and maintenance projects. Exceptions to the guidelines set forth in the Edina Living Streets policy may be made, based on professional judgment. The City will develop an Living Streets exception request process to set the conditions by which a project could be exempted from part of all of the Edina Living Streets Policy
Design	The City will adopt new living streets design guidelines and procedures to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs. The City will undertake a planning effort to define this process. The City will incorporate living street design principles of into all city plans, manuals, rules, regulations, and programs as appropriate, in accordance with the Living Streets Policy and Plan. As new and better practices evolve, these will be incorporate those as well. The City will provide well-designed pedestrian accommodations in the form

	of sidewalks or shared-use pathways on all arterial and collector streets and on local streets. The City will provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate. The City will provide bicycle accommodations along all avenues, boulevards, and connector streets. The City will keep street pavement widths to the minimum necessary. The City will allocate right-of-way for boulevards, plant trees, and treat stormwater associated with right-of-way harcover, including trails, transit, and pedestrian facilities as well as streets, whenever a street is constructed, reconstructed, or relocated where physical conditions warrant. The City will prioritize right-of-way space allocation for access and mobility (all modes) improvements and include on-street residential parking only when it is not in conflict with access and mobility (all modes) and achieving other living streets goals, such as managing stormwater runoff.
Context Sensitivity	The City will seek input from local stakeholders when designing their streets with full input from local stakeholders. Street design will enhance the character of neighborhoods and be in keeping with existing land uses. When designing streets, the City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines. The City will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting. The City will coordinate with merchants along commercial corridors to develop vibrant retail districts. The City will inventory building and zoning codes to bring into agreement with Living Streets principals and minimum design guidelines as established by the Living Streets Policy and Plan. The City will develop a Living Streets Plan which includes a palette of design templates for street types and minimum design guidelines, from which developers can choose.
Implementation	The City will develop, adopt, and apply a Living Streets Plan for the implementation of living streets in Edina. At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design

	"toolbox." The City will incorporate living streets concepts into the next circulation element of their general plans (i.e., Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.). The City will update its storm management plan to include living streets principles which aim to capture streetwater runoff on site. The City will create an urban forest management plan to protect and expand the existing urban tree canopy. The City will review, modify, update, and delete out-dated policies included but not limited to the Assessment Policy and the City Code. The City will prioritize CIP-prioritize by mode; based on the Living Streets Policy and addressing safety, access, and convenience. The City will actively engage stakeholders in the street planning and design process, including property owners, residents, and other users of the transportation system. At a minimum, engagement efforts will entail extensive education campaigns, design input, public meetings, and other forms of on-going communication. The City will actively seek out and pursue funding and grant opportunities to implement the Living Streets Policy and Plan.
Operations	The City will update right-of-way maintenance standards and practices to support living streets. As an example, on-street bicycle lanes may require more upkeep (i.e., cleaning/debris removal, striping, etc.). The City will update its traffic enforcement practices to support living streets, such as citations for speed limit violations. Every city agency, including public works, planning, maintenance, and others will follow the Edina Living Streets Policy and will conduct ongoing coordination in support of living streets operations. The City will conduct on-going public engagement in order to provide public education on safe and efficient street operations and multimodal considerations. This could include a page on the city website and a living streets component at regularly scheduled public meetings and open houses.

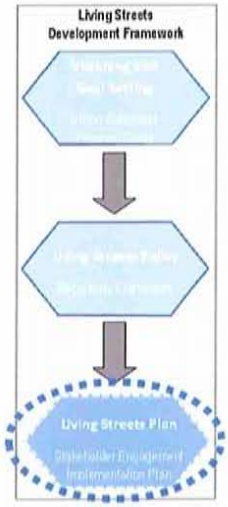
5.0 Next Steps

The purpose of the living streets vision and goals, and policy framework presented herein is to facilitate stakeholder dialog in an effort to move toward the development and adoption of an Edina Living Streets Policy and a Living Streets Plan. The Living Streets Policy will provide the regulatory framework for living streets and the Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates.

Living Streets Policy

The next step in this process is the continued refinement of the Living Streets Policy Framework based on stakeholder engagement efforts. The purpose of the next stakeholder engagement efforts should be to present and seek input on the Living Street Vision and Goals and Policy Framework, in order to build stakeholder support for the Living Streets Policy. The policy should be a living document (i.e., continuously revised, modified, and updated), which clearly articulates and supports the city's vision and goals for living streets in Edina.

Living Streets Plan



Presented above are a draft living streets vision and a policy template, which represent the first two steps in the living streets development framework. The third step includes the development of a detailed plan for implementation of Living Streets in Edina. After completion of a Living Streets Policy, the city should consider undertaking a planning process which includes stakeholder involvement, identification of priority streets, and areas (neighborhoods/districts) for the implementation of living streets policies. The plan should also include the development of an implementation process which includes design guidance. The implementation process should not prescribe how to design every segment of every street; rather, after clearly defining what a community wants to accomplish with its streets, designers can apply this framework along with the specific guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, etc.), to meet the community's goals.

At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design "toolbox." This could include an implementation process or check-list which is followed when a street project is initiated. The process would identify the functional classification and traffic volumes, such as:

- Low volume local – under 300 vehicles per day (vpd)
- Local – 300-1000 vpd
- Higher volume Local – over 1000 vpd
- Minor collector – under 3000 vpd
- Collector – 3000-6000 vpd
- Major collector – over 6000 vpd

The process would also include considerations for land use and other relevant issues, such as:

- Business segment – that part of a street adjacent to and within a set distance from a business district
- School segment – that part of a street adjacent to and within a set distance from a public or private K-12 school or public community center
- Park segment – that part of a street adjacent to and within a set distance from a public park or regional trail

- Flagged – streets or segments of streets for which a problem has been identified, such as speeding.

As an example, a project on Elm Street might have the following considerations:

> *Elm Street has 1300 vpd. The segment of Elm between 42nd Street and 44th Street is adjacent to the school. The school segment runs from 41st Street to 45th Street. A speeding issue has been noted on the 3900 block.*
>
> *Classification: Higher volume local with school segment, flagged for speeding and volume.*

This process would allow streets to be classified and correlated to an appropriate set of design tools, given the context of the street. Two example design Templates are included as Attachment 3.

Attachment 1: Living Streets Background Document

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

1) Reduce crash rates and severity of crashes;
2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
3) Encourage mode shift to non-motorized transportation and transit;
4) Reduce air and water pollution and reduce noise impacts;
5) Increase transportation network connectivity;
6) Maximize the efficient use of existing facilities;
7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
8) Safely integrate intermodal connections across the transportation network; and
9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

#11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
#12. Mobility Options (walking/biking, Safe Routes to School, etc.);
#16. Urban Forest;
#17. Efficient Stormwater Management;
#18. Green Infrastructure (porous pavement, swales, etc.); and
#19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
7. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets[1]

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

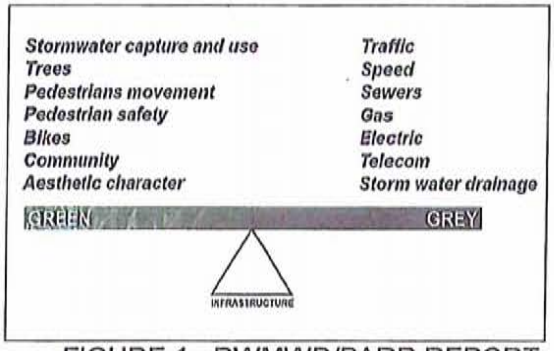


FIGURE 1 - RWMWD/BARR REPORT

A Living Streets policy should:

1 Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Aichinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
2) Implement traffic calming measures through the use of techniques best suited for site conditions.
3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

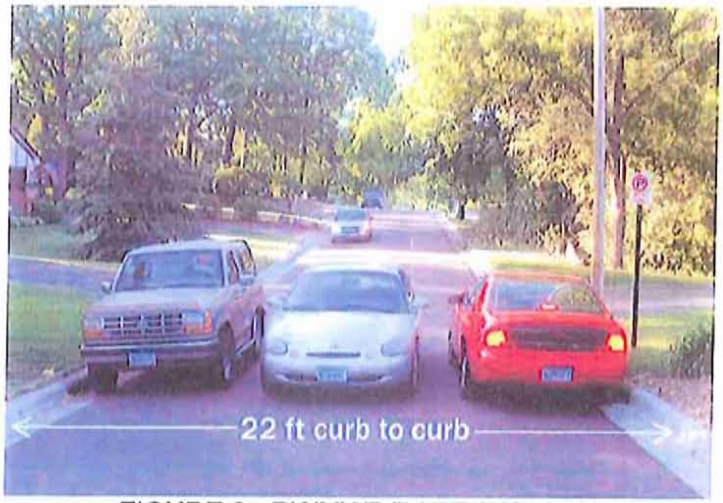
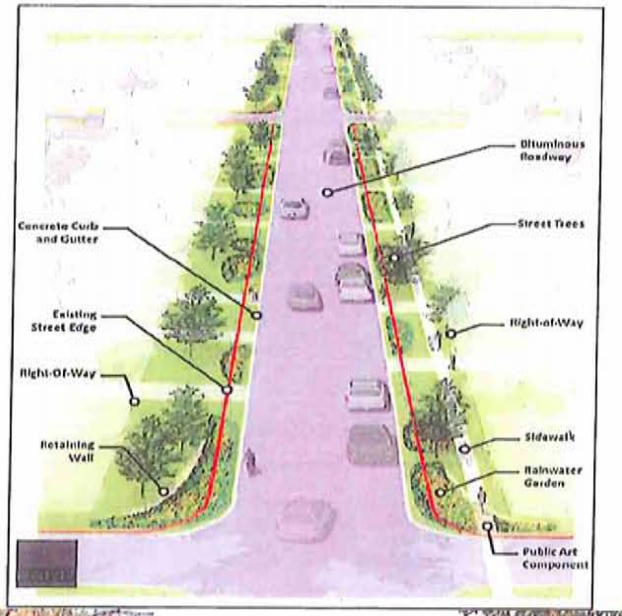


FIGURE 2 - RWMWD/BARR REPORT



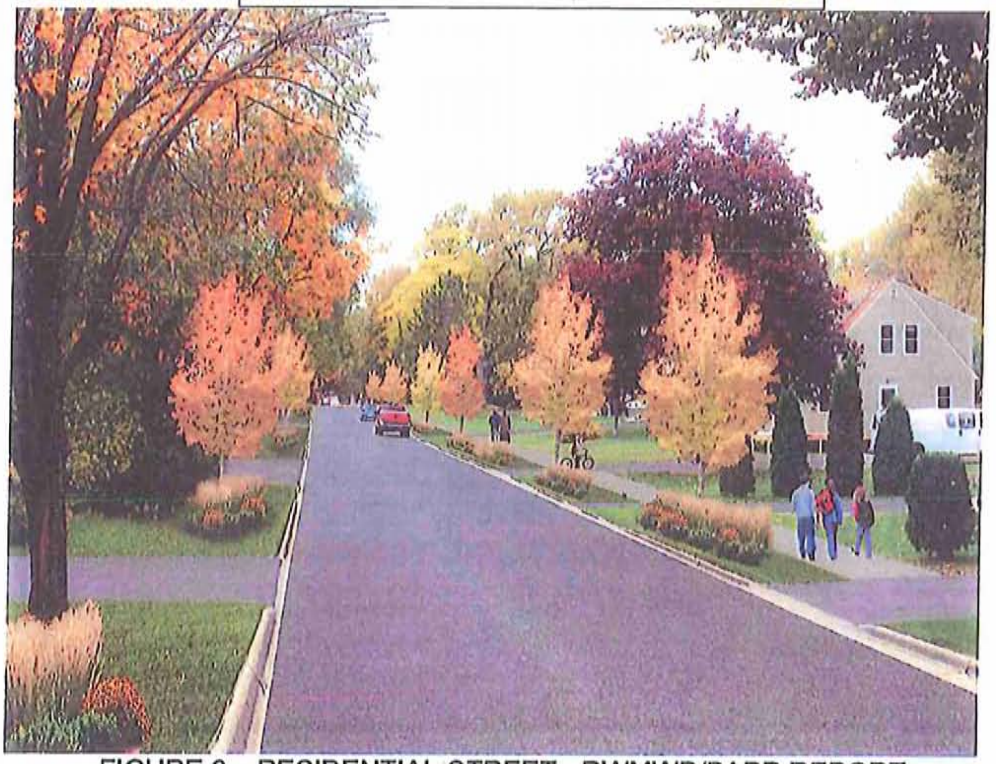


FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

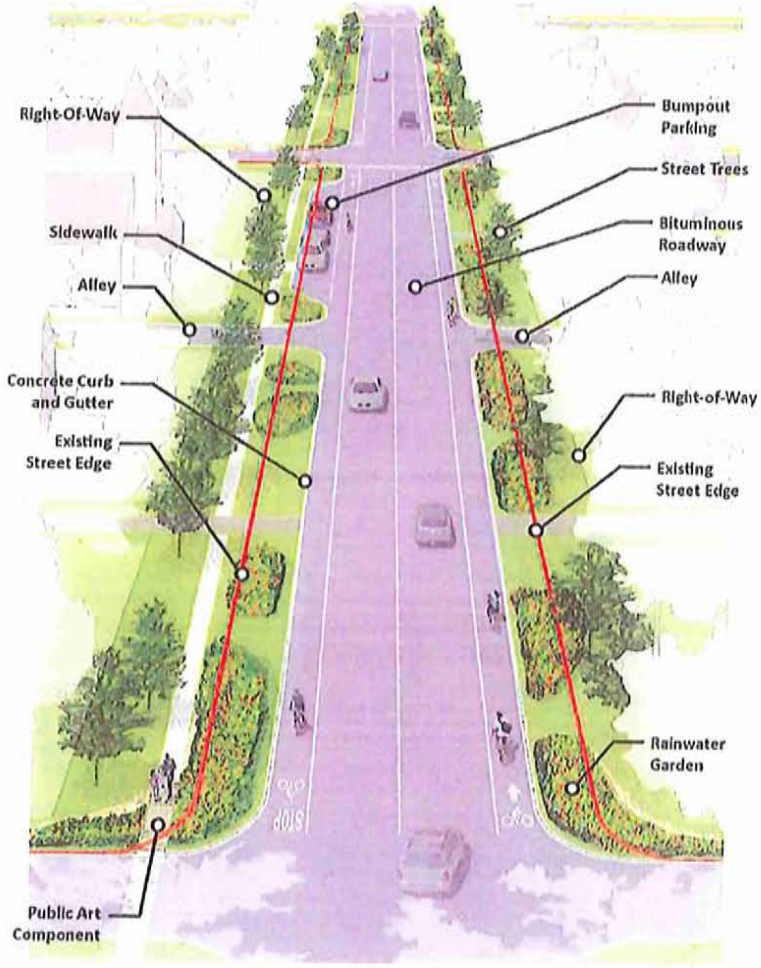


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

1) Sample Resolution
2) Excerpts from 2008 Comprehensive Plan

DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving stormwater quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest

THEREFORE, BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (p. 4-21)
6. Increase mixed use development where supported *by adequate infrastructure to minimize traffic congestion, support transit,* and diversity tax base (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is* contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, *promotes community identify and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

> *There is a fundamental link between land use planning and transportation planning. The transportations system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)*

Land Use Policies—

3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated *to ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency* and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building. (p. 4-34)

Staging Development: Small Area Plans—

These Small Area Plans may include planning principles such as:

1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
3) *Smaller parking footprints*
4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—
A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*
Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.
Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc)* (p. 4-47).

Implementation—
Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include at tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

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 transportations 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 the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips ad 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 provisions 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 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* (p. 7-38-39).

Policies
Roadway Design:
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.
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets,* decorative street lighting, and monuments.
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population* (p. 7-39-40).

Parking:
2. Continue to limit on-street parking in and near congested commercial 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 drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and sue of designed 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.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation* (7-43-44)

Comprehensive Bicycle Transportation Plan—

Vision:
The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles
The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of actives living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option In Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management
Goals:
4. *Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness* (9-21)
Policies:
5. *Create a program for maintaining trees throughout the City, and replacing them as necessary* (p. 9-22).

Walking and Biking Trails Pathways Plan
Policies:
2. *Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan* for the Cit of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, *as well as to identify the most appropriate routes for links to regional systems,* as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air
4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health
Goals and Policies:
1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
- Mobilize community partnerships and action to identify and solve health problems
- *Develop policies and plans that support individual and community health efforts*

2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

   Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity,* nutrition, and *weight management*. A strategy for reducing these behavioral risk factors is:

   - *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

   - Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

   - Fostering healthful behaviors such as good nutrition, *physical exercise,* medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

Attachment 2: Edina Living Streets Policy Development Workshop

REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To:	Edina Transportation Commission	Agenda Item No.: VI.E.
From:	Wayne D. Houle, PE City Engineer	**ACTION:**
Date:	March 15, 2012	☐ **Recommendation/Motion**
Subject:	Living Streets Workshop Recap	☐ **Discussion** ☒ **Information**

Info/Background:
This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:
- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety "free range kid" environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
  - Comprehensive plan, transportation chapter
  - Ordinances
  - CIP
  - Bike plan
  - Assessment policy
  - Green step cities
  - MN DOT standards
  - Local standards
- What is the process used to make decisions now?
  - Start with a study
  - Each street has a different process
  - Notices in advance, neighborhood notices
  - Trans Commission and to council
- What in this process is keeping you from creating living streets?
  - Design charettes
  - Public education campaign citywide
  - Walking tour
  - Development process preceding design
  - Vision exercise
  - Baseline policy and informing people
  - Using exceptions to guidelines
  - Identifying stakeholder

3/8/123/8/12

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
  - Safe access for all users
  - Streets will vary in character (context sensitive)
  - Transportation network will enhance neighborhoods
  - Will incorporate green management
- Additional attributes:
  - Foster income equity
  - Pedestrian-oriented design
  - Connect people, not just places
  - Foster active lifestyles
  - Be inviting places
  - Support healthy commerce
  - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative "problems." Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations, retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency's jurisdiction?

All roads within the city's jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city's control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

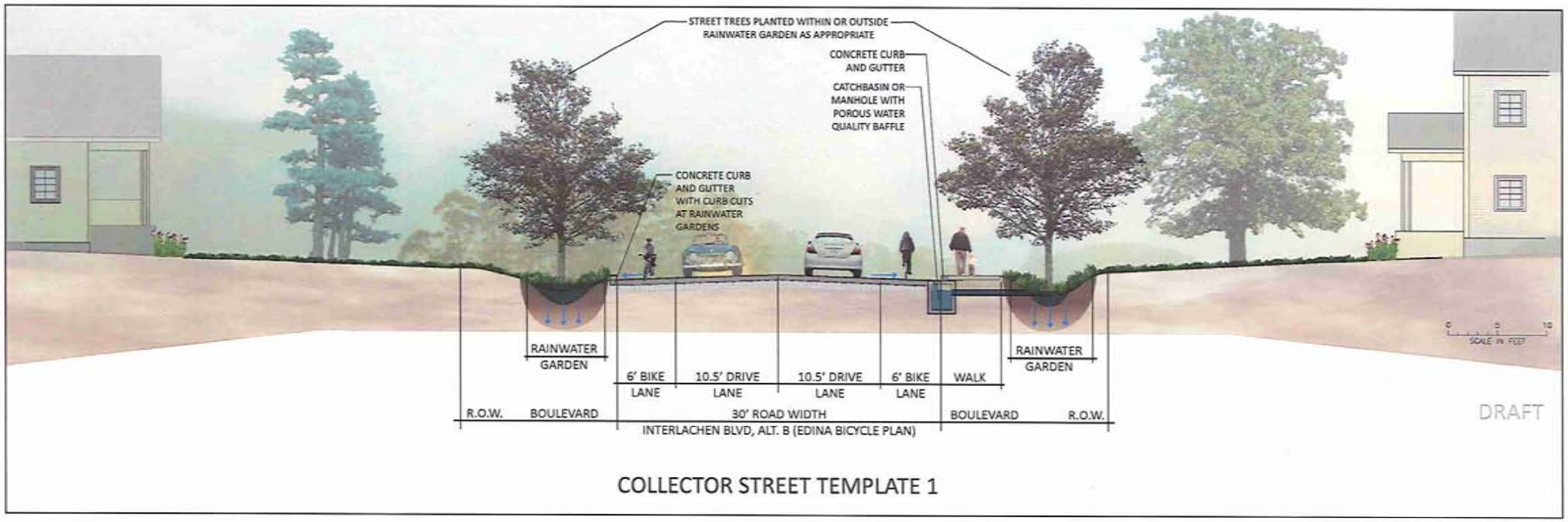
9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

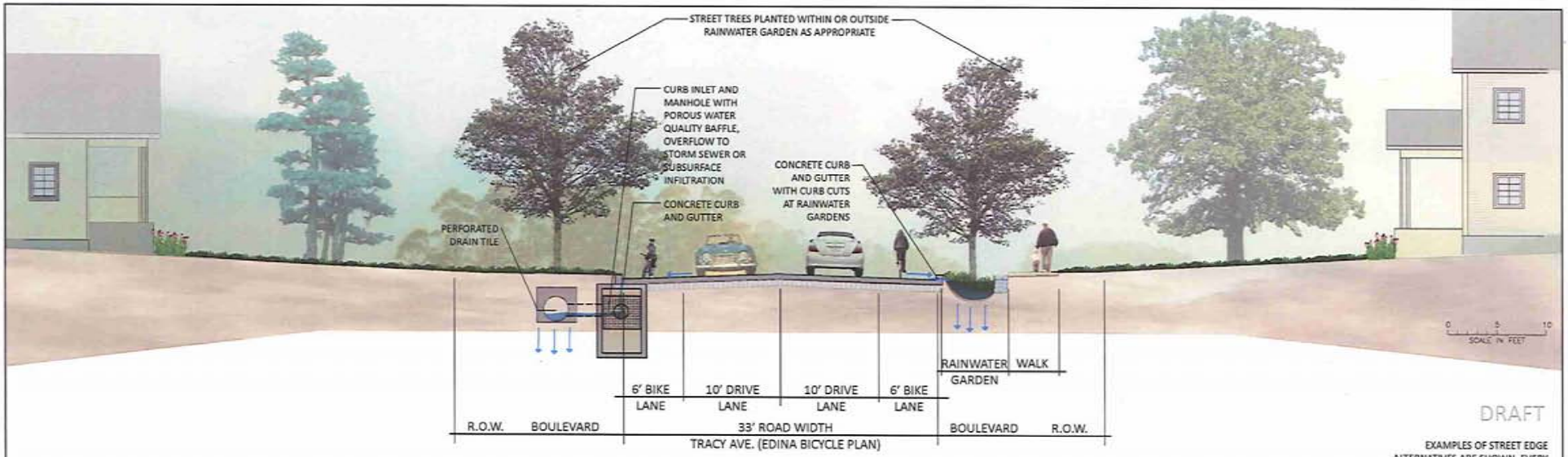
10. What implementation steps will be mentioned in the policy?

- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

Attachment 3: Example Living Streets Implementation Templates

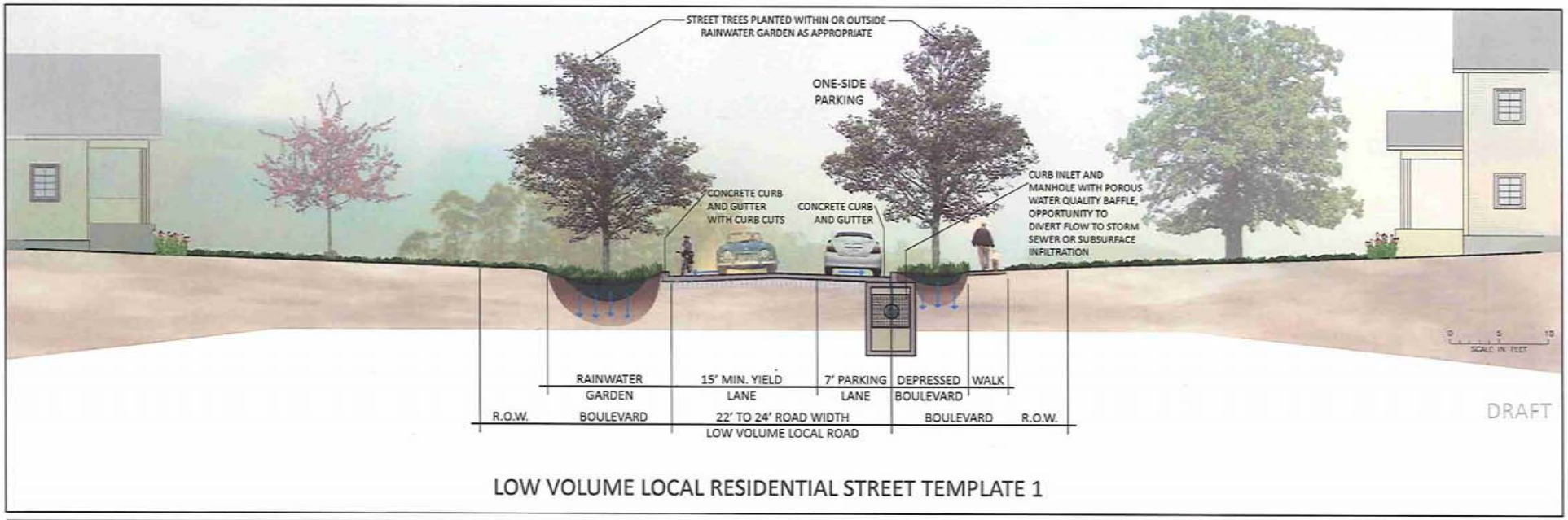


COLLECTOR STREET TEMPLATE 1

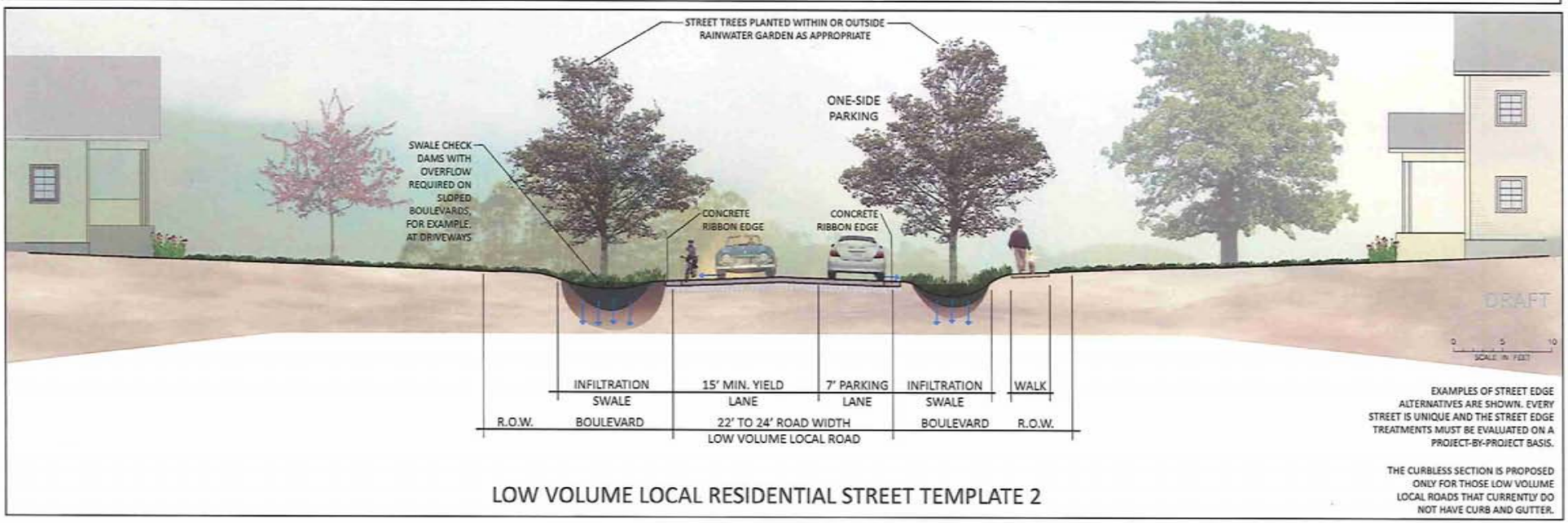


COLLECTOR STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 1



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.

THE CURBLESS SECTION IS PROPOSED ONLY FOR THOSE LOW VOLUME LOCAL ROADS THAT CURRENTLY DO NOT HAVE CURB AND GUTTER.

Attachment 4: Proposed Edina Living Streets Planning Process

HRGreen

BARR

Edina Living Streets Project – Phase 2
Proposed Work Planning Process Work Plan

As part of Phase 2 of the Edina Living Streets Project, HR Green and Barr Engineering will complete a process resulting in the development of a comprehensive Living Streets Plan for the City of Edina. As described in the Edina Livings Streets policy Technical Memorandum developed as part of Phase 1, our multi-tiered approach will focus on understanding the range of users, modes, routes, and destinations within the city, as well as environmental considerations such as stormwater management. Our unique stakeholder oriented process will result in the development of an implementation process which will support the City's Living Street goals.

Task 1: Project Management

The project manager will ensure the delivery of quality products on schedule and on budget, as well as foster a cooperative spirit through strong and continuous communications. Our approach to project management includes weekly staff meetings via conference call with the local project manager and/or the Living Streets Committee chair (as needed), as well as regular Project Management Team (PMT) meetings at critical decision points throughout the study process (see Task 2).

Task 2: Stakeholder Engagement

As ongoing stakeholder engagement is inherent to the success of the Edina Living Streets Plan and implementation of Living Streets in Edina, widespread and ongoing stakeholder engagement is necessary. The study will include a unique approach to public process which follows the same steps as a traditional process, but engages stakeholders differently. The stakeholder engagement process will follow three distinct phases: 1) stakeholder goal-setting, 2) stakeholder development of measures of effectiveness to meet the goals, and 3) stakeholder evaluation of project. The development of goals and measures of effectiveness (phases 1 and 2) will occur as part of the living streets planning process, while the project evaluation (phase 3) would take place as part of the implementation of individual projects and would be used to calibrate the designs to stakeholder expectations. Stakeholder meeting content and format will facilitate stakeholders through the plan development process, leading to the development of a Living Streets Plan calibrated to the unique viewpoint of each modal group and widely supported by stakeholders and users. The following list identifies the key stakeholder groups and public engagement activities proposed:

- Project Management Team (PMT) - The Edina Living Streets Committee formed as part of phase 1 of the Edina Living Streets Project will serve as the Project Management Team (PMT) for the study. The PMT will meet regularly throughout the course of the study to review analysis, guide the overall study process, review input generated by public involvement activities, evaluate deliverables, and approve the Edina Living Streets Plan findings and recommendations. It is anticipated that the PMT will meet at Edina Public Works once per month through the duration of the study.

- Technical Advisory Committee (TAC) – The Technical Advisory Committee (TAC) will be composed of technical staff identified by the PMT. Membership is anticipated to include representatives from various City departments (i.e., public works, community development, etc.), MnDOT, Hennepin County, Three Rivers Park District, local watershed districts, as well as other agency representatives identified by the PMT. The TAC will meet three times at critical study milestones in order to provide technical input on issues and opportunities, review the study proposals and recommendations, and report back to their respective agencies.

- Neighborhood Advisory Committee (NAC) – The Neighborhood Advisory Committee (NAC) will be composed of representatives from key community groups, including residents, local

businesses, community interests, schools, seniors, and members of the PMT. The NAC will meet three times at critical study milestones in order to advise on issues and opportunities, provide input, review the study proposals and recommendations, and report back to their respective groups. NAC meetings will be held at a central location to be determined by the PMT, such as the Edina Community Center.

- Focus Groups – Individual meetings will be held with several important public/private stakeholders, including the business community, public safety (sheriff, police, and other emergency responders), environmental agencies (parks and watershed districts), school district representatives, and utility companies. The purpose of these meetings is to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.

- Edina Transportation Commission – The Edina Transportation Commission will be the policy-making body governing this study and will be responsible for consideration of study recommendations, approving study products, and implementing recommendations. The study team will conduct up to two (2) meetings with the Edina Transportation Commission, one early and one late in the study process.

- Open House Public Meetings – Two public open houses will be help early and late in the process to provide opportunities for the general public to participate in the study process.

- Project Website – A project website (hosted by the City) will be developed and updated periodically throughout the study process (three-updates) in order to inform stakeholders on upcoming public meetings, provide study updates, and advise the public on key study analyses and recommendations.

Task 3: Existing System Assessment

The intent of this task is to develop a comprehensive understanding of the existing roadway system and infrastructure within the City of Edina, in order to guide prioritization of future investments. The study team will study all relevant documents and materials including the Edina Comprehensive Bicycle Transportation Plan (2007), Edina Comprehensive Plan (2008), and the Edina Comprehensive Water Resources Management Plan Update (2009). This information will be supplemented with additional data (as available), including the following: vehicle, pedestrian, and bicycle traffic volumes; existing and proposed roadways, trails, and sidewalks; existing and proposed transit routes and boardings and alightings data; pedestrian, bicycle, and transit system plans; community comprehensive and land use plans; and local development/redevelopment plans.

This task initiates the stakeholder engagement process, including meetings with the PMT, TAC, NAC, and the general public. The information collected will be vetted and expanded through ongoing stakeholder engagement, leading to a comprehensive understanding of the existing infrastructure system by mode. This task will result in the mapping of the key corridors and the identification of existing gaps, barriers, and opportunities from multiple modal perspectives. As an example, from a pedestrian perspective the creation of an enhanced pedestrian corridor along France Avenue between the 70th Street and 66th Street would provide an opportunity to overcome the barrier created by France Avenue and the cross streets within the area. From a bicyclist perspective on the same corridor, there is a need to provide enhanced connections to the wider city and regional bicycle networks, such as the Edina Promenade and the proposed regional trail along 76th Street. From a modal perspective, project termini will vary (i.e., four blocks for a sidewalk and 0.5 miles for the bike trail).

Task 4: Identification of Street Typologies

The Living Streets Plan must seek to balance the need to move traffic, encourage non-motorized transportation, accommodate differences in neighborhood character, support land use type (residential, commercial, industrial), capture and treat stormwater, expand the urban forest. To balance these

sometimes competing objectives it is important to understand the characteristics of the Edina street system. The information developed in Task 3 will be used to identify a range of street typologies within the city, based on common characteristics (i.e., traffic volumes, importance to the pedestrian and bicycle networks, land use, etc.). These street typologies will include categories for both roadway segment and intersection treatments. This process will expand upon the existing functional classification of the city's streets based on land use and context (i.e., commercial areas, schools, parks, etc.). The resulting street typologies will be used to guide the design of improvements.

Task 5: Design Guidance

The Edina Living Streets Plan will include a range of design guidelines and tools correlated to the Street Typologies described in Task 4. This task will include the development of a toolbox of best practices for pedestrian/bicycle facility improvements, stormwater management techniques, and active living practices, as well as illustrative design templates for the most common street typologies (assumes up to 12 templates). This design guidance will be used to inform the project evaluation process (see Task 6) and is intended to supplement and guide standing practices related to City of Edina streets.

The living streets toolbox and templates are intended to provide design guidance and should be implemented in a flexible manner with specific design elements developed on a project-by-project basis. The goal of this design guidance is to encourage non-motorized transportation, achieve impervious surface reduction and stormwater treatment in the right-of-way, and to create less resource consumptive streets that serve the people of Edina.

Task 6: Project Evaluation Process

The Edina Livings Streets Vision sets the stage for a holistic re-invention of the City's street system. In order to implement this vision, the appropriate modal balance and functionality of each street must be evaluated prior to design of the project. In order to facilitate this understanding, the Edina Living Streets Plan will establish a unique project evaluation process. Using the street typologies (Task 4) and design guidance (Task 5) as a starting point, a process to evaluate the context, modal balance, and functionality of each project will be developed.

This checklist style approach generally begins with defining the real problem (i.e., problem statement) being addressed in a given project and understanding the varying characteristics of the project area in terms of roadway segments and intersections. Targeted technical analysis is completed to build this understanding. Included are traditional traffic analyses such as highway level of service (LOS) and safety evaluation, as well as an additional level of analyses to define modal priorities such as multimodal LOS calculations, off-peak analysis, multimodal safety review, and modal travel shed delineation.

A functional analysis is then completed to understand modal priorities and site specific issues such as land use and environmental considerations. This evaluation will allow the project to be calibrated to the unique context of a given location, rather than simply applying traditional design standards. As an example, both France Avenue and Vernon Avenue are functionally classified as A-Minor Arterial routes. As France Avenue provides vehicle access to region retail and job centers, its modal priorities would be very different than Vernon Avenue which serves neighborhood commercial and single family residential uses. Determining the appropriate modal emphasis will allow a project to be designed with the appropriate range of users in mind.

A check list of other contextual considerations will be developed to further refine the project problem statement. Considerations such as jurisdiction, land use, overlapping initiatives (i.e., is the project identified in the Bike or Safe Routes to School Plan?), and stormwater concerns should also be explored in an effort to identify project synergies or "win-win" situations. .

This process will culminate in the selection of design elements based on common street typologies (Task 4) and design guidance (Task 5), but also calibrated to the individual project site based on stakeholder expectations, jurisdictional requirements, modal balance, and the functionality. This task will result in the development of a work flow process and a series of checklists to guide project implementation.

Task 7: Final Report

By starting with the end product in mind, the project team will shape the final report throughout the study process. The final report is anticipated to include the following elements:

- Introduction and background
- Existing systems inventory
- Street typologies
- Design guidance
- Project evaluation
- Identification and prioritization of projects

APPENDIX I

Recommendation to Set Public Hearing, Notice of Public Hearing to Residents and Notice of Public Hearing Advertisement

REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL **Agenda Item #:** IV. C.

From: Wayne D. Houle, PE, Director of Engineering **Action** ☒
Discussion ☐
Information ☐

Date: November 5, 2012

Subject: Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

Action Requested:
Approve Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012 for the following neighborhoods:

- Mendelssohn A Neighborhood Roadway Reconstruction, Improvement No. BA-393
- Normandale Neighborhood Roadway Reconstruction, Improvement No. BA-394
- Braemar Hills B Neighborhood Roadway Reconstruction, Improvement No. BA-395
- St. Patrick's Lane Reconstruction, Improvement No. BA-396
- Gleason Circle Reconstruction, Improvement No. BA-397
- Lake Edina Neighborhood Roadway Reconstruction, Improvement No. BA-398

Information / Background:
City staff is requesting public hearings for six neighborhood street reconstruction projects to be held on a special City Council Meeting date of December 11, starting at 6 PM. All projects are initiated by staff. Staff is hosting two additional informational meetings for the Normandale Neighborhood and the Lake Edina Neighborhood on November 7 due to comments from the Edina Transportation Commission meeting on October 25. Any comments from these meeting will be incorporated into the Feasibility Reports that will be submitted to the City Council on November 20.

Attachments:
Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

RESOLUTION NO. 2012-145
SET PUBLIC IMPROVEMENT HEARINGS FOR DECEMBER 11, 2012
FOR NEIGHBORHOOD RECONSTRUCTION FOR:
MENDELSSOHN A, IMPROVEMENT NO. BA-393
NORMANDALE, IMPROVEMENT NO. BA-394
BRAEMAR HILLS B, IMPROVEMENT NO. BA-395
ST. PATRICK'S LANE, IMPROVEMENT NO. BA-396
GLEASON CIRCLE, IMPROVEMENT NO. BA-397
LAKE EDINA, IMPROVEMENT NO. BA-398

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 11th day of December, 2012, in the Council Chambers at City Hall at 6:00 p.m. to consider street reconstruction in the neighborhoods of:

- Mendelssohn A, Improvement BA-393;
- Normandale, Improvement No. BA-394;
- Braemar Hills B, Improvement No. BA-395;
- St. Patrick's Lane, Improvement No. BA-396;
- Gleason Circle, Improvement No. BA-397;
- Lake Edina, Improvement No. BA-398.

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearings and improvements as required by law.

Dated: November 5, 2012

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 November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

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

_____
City Clerk

November 21, 2012

NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-395
BRAEMAR HILLS B NEIGHBORHOOD ROADWAY RECONSTRUCTION

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for Braemar Hills B Neighborhood. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is $319,612. The cost of the project will be funded by special assessment. The estimated cost per assessable lot is $9,310 per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

6921 Gleason Rd, 6112 to 6205 Scotia Dr, 7014 to 7022 Tupa Cir,
6982 to 7123 Tupa Dr.

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:
http://edinamn.gov/index.php?section=construction_braemar_hills_roadway

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

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Wei Chen & Eileen Zhuo
6921 Gleason Rd
Edina, MN 55439

0611621440039
Randall & Clare Sercombe
6112 Scotia Dr
Edina, MN 55439

0711621110051
Blyth Bailey
6113 Scotia Dr
Edina, MN 55439

0611621440038
Mark & Jennifer Gentry
6116 Scotia Dr
Edina, MN 55439

0711621110050
Michael Dolan
6117 Scotia Dr
Edina, MN 55439

0611621440037
Arthur Padovese
6120 Scotia Dr
Edina, MN 55439

0711621110049
Kimberly & David Kupiecki
6121 Scotia Dr
Edina, MN 55439

0611621440036
Steven Koester
6124 Scotia Dr
Edina, MN 55439

0711621110048
Charles Carroll
6125 Scotia Dr
Edina, MN 55439

0611621440035
Joan Lang
6128 Scotia Dr
Edina, MN 55439

0611621440034
William & Faye Miller
6200 Scotia Dr
Edina, MN 55439

0711621110014
Thomas Swigert
6201 Scotia Dr
Edina, MN 55439

0711621110015
Eileen Laughter & Barry Rosenthal
6205 Scotia Dr
Edina, MN 55439

0711621110053
Zhifang Li & Yifei Zhang
7014 Tupa Cir
Edina, MN 55439

0711621110054
Mandra & Jonathan McCue
7016 Tupa Cir
Edina, MN 55439

0711621110055
Phillip & Kellie Schechinger
7018 Tupa Cir
Edina, MN 55439

0711621110056
Timothy & Pamela Barnett
7020 Tupa Cir
Edina, MN 55439

0711621110057
Maxine Wallin
7022 Tupa Cir
Edina, MN 55439

0811621220038
Louis Nanne
6982 Tupa Dr
Edina, MN 55439

0511621330093
William & Penny Homeyer
6986 Tupa Dr
Edina, MN 55439

0511621330088
Linda Soranno & Howard Bolter
6990 Tupa Dr
Edina, MN 55439

0511621330087
Alexander Mitchell
6994 Tupa Dr
Edina, MN 55439

0511621330086
Deborah & Allan Schneider
6998 Tupa Dr
Edina, MN 55439

0611621440058
John Wright
7000 Tupa Dr
Edina, MN 55439

0711621110065
Richard Thompson & Amy Manolis
7001 Tupa Dr
Edina, MN 55439

0611621440040
William & Lizbeth Brann
7004 Tupa Dr
Edina, MN 55439

0711621110066
Pete & Jane Pooler
7009 Tupa Dr
Edina, MN 55439

0711621110052
Richard & Carolyn Davies
7012 Tupa Dr
Edina, MN 55439

0711621110067
James Pascale
7015 Tupa Dr
Edina, MN 55439

0711621110068
Stanley Goldberg
7019 Tupa Dr
Edina, MN 55439

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Kristina & Douglas Strawbridge
7100 Tupa Dr
Edina, MN 55439

0711621110063
Stacy & Dean Tangren
7101 Tupa Dr
Edina, MN 55439

0711621110069
Rishia & Andrew Zimmern
7115 Tupa Dr
Edina, MN 55439

0711621110039
Lucille & Curtis Peterson
7122 Tupa Dr
Edina, MN 55439

0711621110040
John Ellingboe & Catherine Cella
7123 Tupa Dr
Edina, MN 55439

November 21, 2012

NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-396
ST. PATRICK'S LANE ROADWAY RECONSTRUCTION

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for St. Patrick's Lane. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is $155,940. The cost of the project will be funded by special assessment. The estimated cost per assessable lot is $11,300 per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

6801 to 6909 St. Patrick's Lane

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:
http://edinamn.gov/index.php?section=st_patricks_Lane_reconstruction

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

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Gary & Abigail Berg
6801 St. Patrick's La
Edina, MN 55439

0611621440047
James Huettl
6805 St. Patrick's La
Edina, MN 55439

611621440048
Areef & Shelina Ishani
6809 St. Patrick's La
Edina, MN 55439

0611621440049
Thomas & Mary Stoltman
6813 St. Patrick's La
Edina, MN 55439

0611621440050
Burnham Von Schmidt
6817 St. Patrick's La
Edina, MN 55439

0611621440004
Church Of St Patrick
6820 St. Patrick's La
Edina, MN 55439

0611621440051
Marc & Jennie Donnelly
6821 St. Patrick's La
Edina, MN 55439

0611621440052
Roger Manthe
6901 St. Patrick's La
Edina, MN 55439

0611621440053
Peter & Lynn Ramme
6905 St. Patrick's La
Edina, MN 55439

0611621440054
Joel & Amy Anderson
6909 St. Patrick's La
Edina, MN 55439

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November 21, 2012

NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-397
GLEASON CIRCLE ROADWAY RECONSTRUCTION

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for Gleason Circle. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is $85,028. The cost of the project will be funded by special assessment. The estimated cost per assessable lot is $11,600 per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

6901 to 6913 Gleason Cir and 6821 Gleason Rd.

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:
http://edinamn.gov/index.php?section=gleason_circle_reconstruction

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

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0611621440018
Sudha Rajagopal
6901 Gleason Cir
Edina, MN 55439

0611621440019
Ziad Amra & Rebecca Haddad
6903 Gleason Cir
Edina, MN 55439

0611621440020
Eric Osmundson
6905 Gleason Cir
Edina, MN 55439

0611621440021
Amy Frankfurt
720 E. Gorham St, Apt #205
Madison, WI 53703

0611621440022
Curt Arvidson
6909 Gleason Cir
Edina, MN 55439

0611621440023
Candice Jackson
6911 Gleason Cir
Edina, MN 55439

0611621440024
Richard & Mary Jean Hill
6913 Gleason Cir
Edina, MN 55439

0611621440025
Bernerd & Adina Dahlin
6821 Gleason Rd
Edina, MN 55439

(OFFICIAL PUBLICATION)
CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

BRAEMAR HILLS B NEIGHBORHOOD ROADWAY RECONSTRUCTION

IMPROVEMENT NO. BA-395

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

Braemar Hills Neighborhood Roadway Reconstruction	Estimated Total Assessment Cost
Improvement No. BA-395	$319,612

The area proposed to be assessed by the proposed improvements includes all properties between and including:

6921 Gleason Rd, 6112 to 6205 Scotia Dr, 7014 to 7022 Tupa Cir,
6982 to 7123 Tupa Dr.

These properties are proposed to be assessed at approximately $9,310 per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

(OFFICIAL PUBLICATION)
CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

ST. PATRICK'S LANE ROADWAY RECONSTRUCTION

IMPROVEMENT NO. BA-396

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

St. Patrick's Lane Roadway Reconstruction	Estimated Total Assessment Cost
Improvement No. BA-396	$155,940

The area proposed to be assessed by the proposed improvements includes all properties between and including:

6801 to 6909 St. Patrick's Lane

These properties are proposed to be assessed at approximately $11,300 per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

(OFFICIAL PUBLICATION)
CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

GLEASON CIRCLE ROADWAY RECONSTRUCTION

IMPROVEMENT NO. BA-397

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

Gleason Circle Roadway Reconstruction	Estimated Total Assessment Cost
Improvement No. BA-397	$85,028

The area proposed to be assessed by the proposed improvements includes all properties between and including:

6901 to 6913 Gleason Cir and 6821 Gleason Rd.

These properties are proposed to be assessed at approximately $11,600 per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

APPENDIX J

Edina Transportation Commission Review Data and Meeting Minutes

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 25, 2012
6:00 P.M.

CALL TO ORDER

Director Houle called the meeting to order in the absence of the chair and vice-chair. He explained that the bylaws require the commission to nominate an acting-chair under this circumstance. **Member Janovy was nominated as acting-chair by member Franzen and the nomination was seconded by member Surya. No other nominations were made and the nomination closed. All voted aye. Motion carried.**

APPROVAL OF MEETING AGENDA

Motion was made by member Franzen and seconded by member LaForce to approve the meeting agenda.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF SEPT. 20, 2012

The following corrections were made: Page 2, Traffic Safety Committee, 3rd paragraph, delete *'30 mph'* and replace with *'25 mph;'* delete *'pick the speeds that 85% of drivers are traveling'* and replace with *'the 85th percentile speed is the speed at which 85% of drivers are traveling at or under;'* and page 3, delete *'None'* and add *'Receive minutes of Aug. 14, 2012.'* **Motion was made by member LaForce and seconded by member Surya to approve the amended minutes of Sept. 20, 2012. All voted aye. Motion carried.**

COMMUNITY COMMENT – None.

REPORTS/RECOMMENDATIONS

do.town Update

Mr. Flynn Rico-Johnson explained the do-town initiative is a partnership with the cities of Bloomington, Edina and Richfield and Blue Cross Blue Shield of Minnesota which aims to address unhealthy and inactive lifestyles and make residents healthier. They are doing this by conducting walking audits. Residents volunteer to walk certain streets and evaluate the infrastructure to see what is wrong with it. He said the point is not to avoid certain streets but to identify what can be done to make improvements, e.g. no sidewalk, no streetlights, etc. The audits are for people of all ages and focus on places most often traveled such as schools, parks, major shopping districts, etc. He said Edina is a vibrant city and they are looking for ideas and help with getting the information out so that they can do more audits and help the City address the concerns when projects are done.

Member Janovy said the City Council and the ETC received letters from residents that have done the walking audit. She asked if the audit is better done person by person or in a group. Mr. Rico-Johnson said the 50th/Halifax Ave area audit included different families and this brings different perspectives because each family may have different reasons for walking and because of this, they prefer to have as many people involved. He said they would like to do walking audits during the winter too and volunteers can contact him at flynn@do-town.org or info@do.town.org.

Member Janovy asked if they are doing similar audits for biking and he said it is more difficult to do but they are working on it. He said the biking audit can be done by an individual riding his/her favorite route and evaluating it.

Hennepin County Pedestrian & Bicycle Plan

Ms. Rose Ryan, pedestrian and bicycle planner with Hennepin County said they are working on their first ever county-wide pedestrian plan funded by a five year grant from the Centers of Disease Control called Communities Transformation Grant. She said the purpose is to prevent chronic disease and since walking is an easy physical activity with great benefits, they are using pedestrian/ bicycle planning to set up a framework for a healthy community design.

To accomplish their goals of increasing the rates of walking, safety of walking and improved health of county resident, Ms. Ryan said they will be identifying sidewalk gaps, difficult crossings, prioritize improvements to the pedestrians system and coordinate with other agencies/organizations to reach their goals.

Ms. Ryan said planning began this past summer with 10 workshops in various communities and the final plan will be submitted to the County Board next summer. She asked for feedback and said the draft plan would be available for review.

Mr. Houle noted that the map of existing sidewalks in Edina that Ms. Ryan was working from was inaccurate as it reflected proposed sidewalks and not actual sidewalks. Some areas suggested were missing gaps on France Avenue, Xerxes Avenue, Vernon Avenue by Schaefer Road and View Lane, W. 66th from France to York, and York Avenue.

Xerxes Avenue Restriping – from 60th Street West to TH62

Director Houle said this was initiated by a resident through the TSC. The issues were congestion and lanes that are not clearly marked by TH62. This was referred to Hennepin County and they drafted a restriping plan. Area residents and city of Minneapolis are supportive of the plan and staff would like feedback from the ETC.

Two suggestions were made that Director Houle will take back to Hennepin County. They were to taper the line where parking ends to make it clear; and add no parking sign where the full width of parking ends because drivers tend to park over the white line where tapering ends.

Pedestrian and Cyclist Safety Fund Policy

Member Janovy said Manager Neal is seeking feedback from the ETC on his draft Pedestrian and Cyclist Safety Fund Policy. The franchise fee would come from Edina customers of Xcel Energy and CenterPoint Energy to be used for non-motorized transportation.

After discussion, which included the reasons for implementing the franchise fee and the lack of funding for sidewalks, the ETC suggested the following:

1. Use funds for construction only, not for staffing;
2. Change the name from Pedestrian and Cyclist Safety Fund to Active Living Infrastructure Fund to emphasize active living;
3. Identify a certain percentage that will be used for construction vs staffing;

4. Chair Nelson's suggestions which is attached;
5. Clarity on the meaning of 'maintenance' and consider changing it;

2013 Work Plan

Member LaForce likes the revised plan. Member Janovy suggested changing Living Streets Policy: Implementation to Living Streets Policy and Implementation Plan; Director Houle will check to see if Safe Routes to School Comprehensive Plan is the correct name; and change Ordinance Review for Policy to Review Ordinances for Conformance to Policy. Member Janovy asked if the $150,000 would be in the budget for the Living Streets Policy and Director Houle said he did not know.

Motion was made by member Iyer and seconded by member LaForce for members Thompson and Iyer to write an advisory communication to the City Council to consider putting $150,000 in the budget to fund Living Streets Policy development.

Member Franzen suggested laying out exactly how the $150,000 would be spent. Member LaForce concurred and said he is not sure what the amount is or should be. Director Houle said the amount was identified by the consultant and that he could contact him for a breakdown.

All voted aye. Motion carried.

2013 Neighborhood Reconstruction Projects

Director Houle presented the four 2013 Neighborhood Reconstruction Projects with the primary focus being on transportation-related reconstruction and not utility. He said a second survey was sent to residents to see if they would like sidewalks and streetlights now that they are to be funded by the franchise fees and majority of respondents said no. A special public hearing meeting is scheduled for Dec. 11 for the City Council to consider approvals.

Director Houle said the feasibility studies were also distributed to fire, police, public works, parks and recreation, the school district, and BETF for feedback, but to date, have not received any feedback. Member Janovy suggested identifying for each group how the feasibility study relates to them, e.g. identify the walking zone for the school district.

Director Houle said all of the streets in all four neighborhoods are in similar condition - - constructed in the 1960's and have alligator cracks, exposed base course and utility issues.

Mendelssohn A

Proposed improvements are new bulkhead curb and gutter, except for Spruce Road which is 14 ft. wide and will get rainbow curbs instead, and new pavement. The proposed assessment is $16,150. Member Janovy said she submitted feedback to staff on the feasibility studies. She asked if Director Houle had considered splitting this neighborhood in two and he said he hadn't but will take a look at it.

Normandale

Proposed improvements are spot repair to curb and gutter, new pavement, and a sidewalk on W. 66th Street. Proposed assessment is $16,100, including private sanitary sewer upgrades; and $12,300 for a few residents whose sanitary sewer is not in the street and therefore not required to upgrade.

Member Janovy said the BETF said West Shore Drive is a primary bike route and recommended separated bike lanes or road markings and signage. Member Iyer concurred and recommended dedicated bike lanes. He said parking should not be an issue because there is a parking lot nearby. Member Janovy suggested an off-road trail for consideration. Director Houle said he will schedule an informational meeting with residents to share the suggestions and gather feedback.

Braemar Hills B, St. Patrick's Lane, Gleason Circle

These three neighborhoods will be presented in one feasibility study but they will be approved separately by City Council. Proposed improvements are spot repair to curb and gutter and new pavement. Proposed assessments are: Braemar Hills B: $9,325, St. Patrick's Lane: $11,300, and Gleason Circle: $11,600.

Lake Edina

Proposed improvements are spot repair to curb and gutter and new pavement, plus narrowing the curb line at Hibiscus Avenue & West Shore Drive to reduce storm water run-off. Proposed assessment is $11,900.

Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon. Director Houle said he will schedule an informational meeting with residents to share the suggestion and gather feedback.

Traffic Safety Committee Report of Oct. 3, 2012

There were no action items in this report. Director Houle will follow up on the counts that were done in member Whited's neighborhood and on W. 44th Street.

Updates

Student Members

Member Schwieger noted that 'fascism' was still painted on the stop sign. Director Houle will follow up on this.

Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

Living Streets Working Group

No update.

Transportation Options Working Group

Received minutes of Sept. 18, 2012. Member Whited reported that John Dillery and Jill Hentges from Metro Transit attended the Sept. 18 meeting and talked about Metro Transit's transportation options in Edina.

Member Janovy said the time limit is up for this working group and asked if the ETC would like it to continue for another year.

Motion was made by member Franzen and seconded by member LaForce for the working group to continue for another year. Member Whited said they need new members. Director Houle will work with

communications director Bennerotte to do a press release for new members. Member Iyer suggested notifying residents who have applied for boards and commissions positions.
All voted aye. Motion carried.

Communications Committee

Member LaForce said they met with communications director Bennerotte and they now have a good sense of how the committee will work with her. First, the committee will not produce communications or set budget, but instead will provide ideas, tactics, strategies, etc. Secondly, they will provide feedback on the educational material for the Wooddale bike lanes that staff is working on. And lastly, they are planning to have online forums instead of regular meetings which are new for them so they will evaluate its effectiveness and maybe other groups could do the same.

CORRESPONDENCE AND PETITIONS

Received correspondences from City Council packet relating to transportation issues

CHAIR AND COMMISSION MEMBER COMMENTS

Member Janovy said she received a traffic safety request concerning the traffic on South View Lane that she forwarded to Director Houle. Director Houle said the request for flashing lights has been forwarded to the TSC. He said the area will not meet warrants for flashing lights and suggested reviewing the Crosswalk Policy when they create the Pedestrian Plan. In the meantime, they will be rotating the in-road pedestrian signs to this area and they should be there this week (there are 10-12 that are rotated throughout the city).

Member Iyer said he's noticed some errors on the bicycle facility map that he will forward to Director Houle.

Regarding the bike lanes on Wooddale Avenue, Member LaForce said he is hopeful that they will be able to figure out a way to help residents but he said they should be thinking about ways to reach those who are coming to the city for the first time.

STAFF COMMENTS

The biking on sidewalks ordinance will be on the Nov. 20 City Council meeting.

The Southwest Transit Environment Impact Statement is available for review in Community Development-Planning in City Hall.

Continue to observe the Wooddale Avenue advisory bike lanes and the number of signage may be reduced. Staff is considering installing yellow tabs as a temporary measure to delineate the center line. Director Houle said City of Minneapolis did the same striping on 14th Street and it did not generate the kind of responses that Edina's is getting; he also said W. 54th Street was restriped similarly and it has not generated the kind of responses either. Member Iyer asked if Edina's communication was the same or different from Minneapolis and Director Houle said it was very similar. Member LaForce asked if there have been any accidents since it was restriped and Director Houle said there have been two – one with a parked car and the other was a rear-ended.

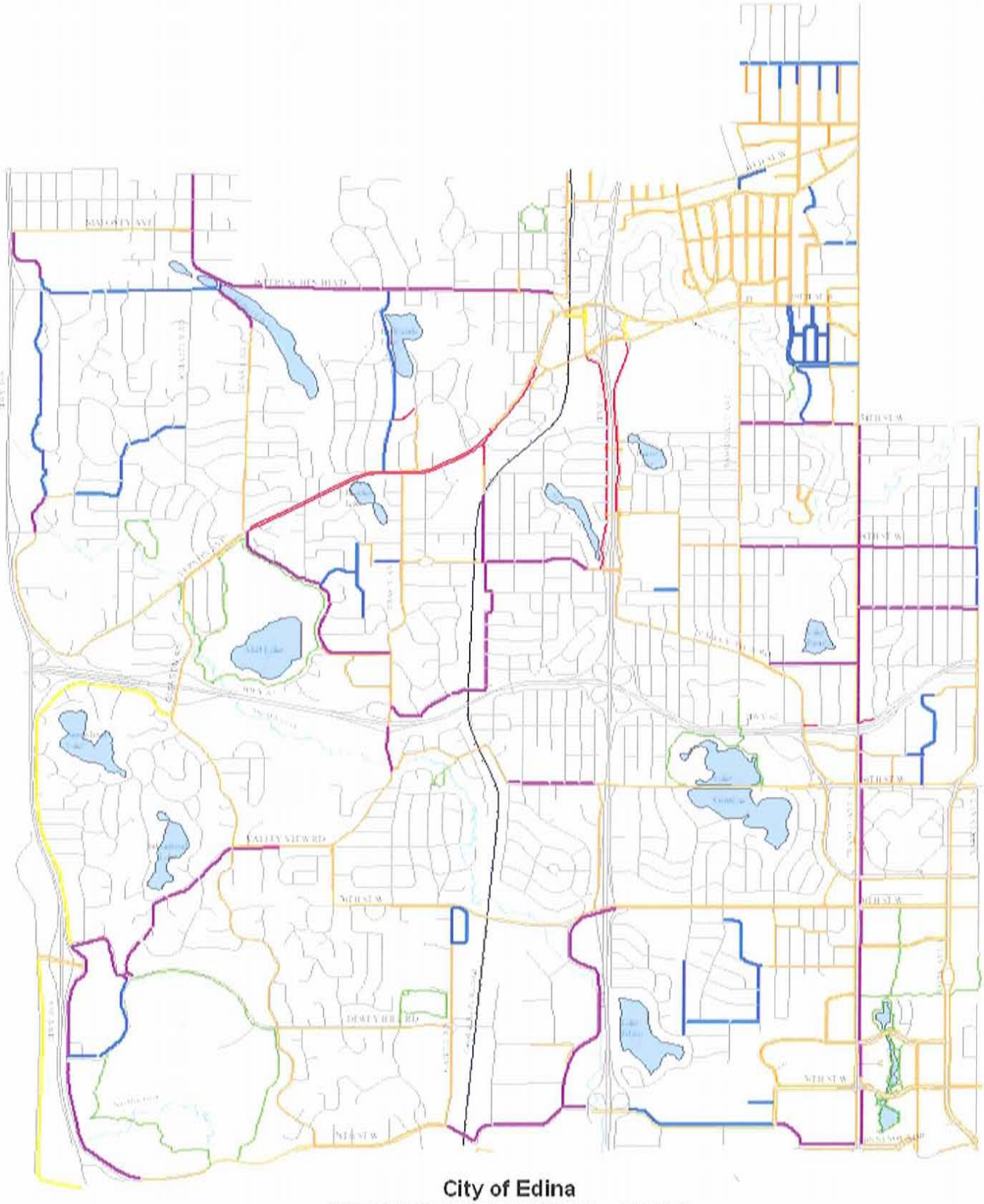
Other thoughts and suggestions were: removal of signs that are not required; W. 54th Street has symmetry with parking lanes on both sides; Minneapolis too has symmetry with parking lanes on both sides that are

often filled with parked cars while the parking lane on Wooddale is usually empty and gives the impression that it is a driving lane; adding yellow tabs could add more confusions and expectation of adding a permanent line.

Director Houle said this project has a two year experimental timeframe from the Federal Highway and staff would need their approval as well as Mn/DOTs' to make changes.

ADJOURNMENT
Meeting adjourned.

ATTACHMENT
Attendance spreadsheet.



City of Edina
Draft Pedestrian Facilities - Fig 8.8

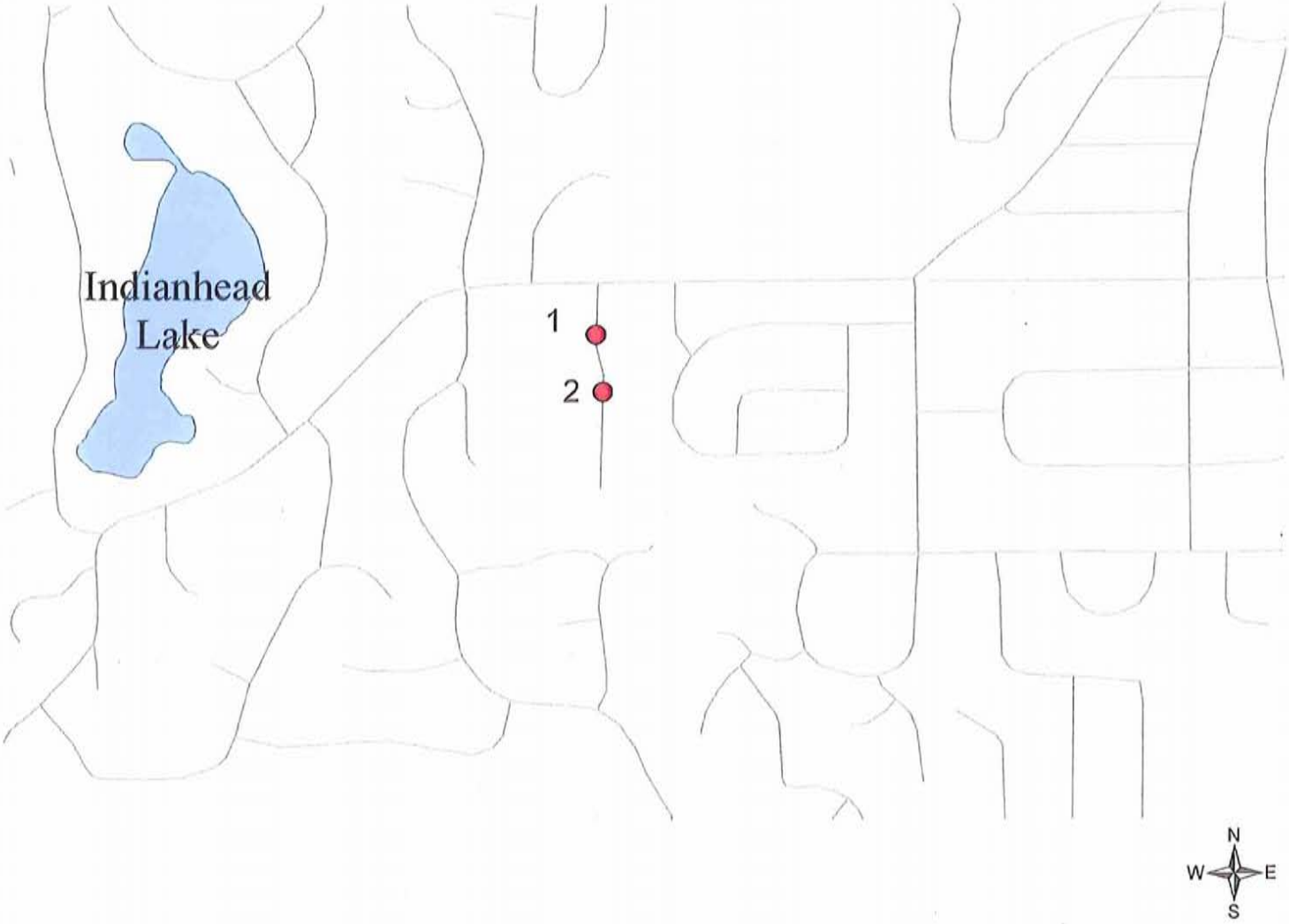
- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Existing Park Pathway
- Proposed Business/Park/School Sidewalk
- Proposed Sidewalk on Roads Classified Collector & Above
- Proposed State-Aid Sidewalk

Engineering Dept
December, 2011

2013 Braemar Hills B Traffic Counts

No data available

2013 St. Patrick's Lane Traffic Counts



Location	Description	Year	Average Daily Traffic	Average Vehicles Over 25 MPH		85th Percentile Speed*
				NB	SB	
1	St. Patricks Lane south of Valley View	2012	159	5	3	22.3
				NB	SB	
2	St. Patricks Lane south of V.V. near end	2012	47	6	9	27.2

* 85th percentile speed is the speed at which 85% of vehicles measured are travelling at or below.

CITY OF EDINA

MEMO

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com

Date: 10/22/2012

To: Chad Millner

cc:

From: Byron Theis

Re: Traffic Requests in 2013 Neighborhood Reconstruction

Chad,

I have looked at the neighborhoods that are up for reconstruction in 2013 for any recent traffic safety requests. They are listed below.

-Mendelssohn: One request for parking restrictions in 2009. Request was asked to be removed by requestor.

-Braemar Hills: No Requests

-St. Patrick's Lane: No Requests

-Gleason Circle: No Requests

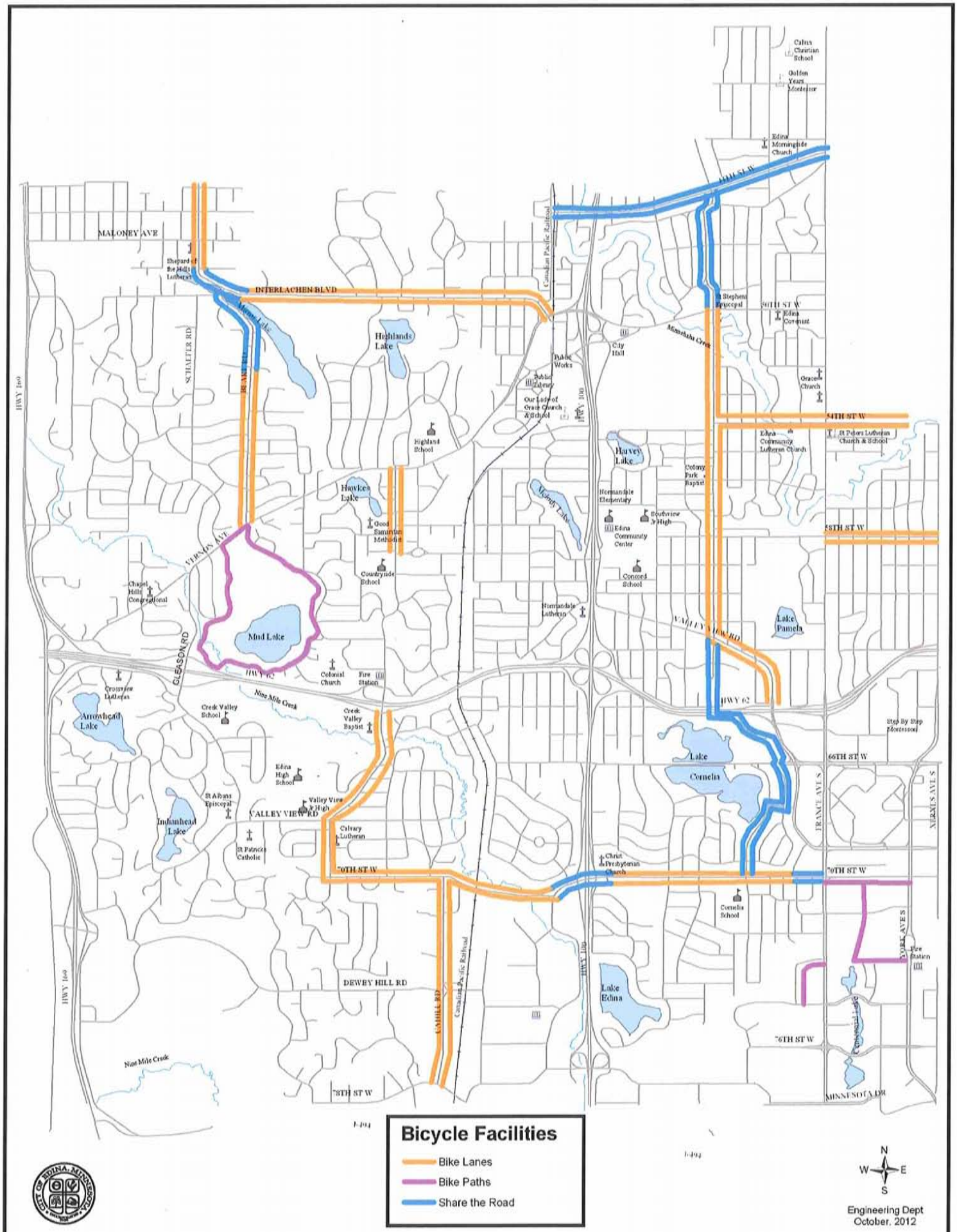
-Normandale: One request in 2009 for parking restrictions on West Shore Drive. Request was denied.

-Lake Edina: Two requests in the same area on Normandale Road between Aspasia Lane and Trillium Lane. Both requests were for speed enforcement in the area in 2009 and 2012. 2009 had no response from requestor. 2012 request was sent to EPD for enforcement after a traffic count was done.

If there are any questions about the requests, please let me know.

Regards,

Byron Theis, Traffic safety Coordinator


Bicycle Facilities
Bike Lanes
Bike Paths
Share the Road
Engineering Dept
October, 2012
MALONEY AVE
INTERLACHEN BLVD
SCHALTER RD
BLAKE RD
HWY 169
Highlands Lake
Highland School
Hawkes Lake
Good Samaritan Methodist
Countryside School
VERNON AVE
Chapel Hills Congregational
Mud Lake
GLEASON RD
HWY 62
Colonial Church
Fire Station
Crossview Lutheran
Arrowhead Lake
Creek Valley School
Nine Mile Creek
Creek Valley Baptist
Edina High School
St Albans Episcopal
Valley View Jr High
VALLEY VIEW RD
Indianhead Lake
St Patricks Catholic
Calvary Lutheran
70TH ST W
DEWEY HILL RD
CAHILL RD
Canadian Pacific Railroad
HWY 100
Public Works
Public Library
Our Lady of Grace Church & School
City Hall
Minnehaha Creek
Harvey Lake
Colony Park Baptist
Normandale Elementary
Southview Jr High
Edina Community Center
Concord School
Normandale Lutheran
Lake Pamela
Lake Cornelia
Christ Presbyterian Church
Cornelia School
Lake Edina
Edina Community Lutheran Church
St Peters Lutheran Church & School
Grace Church
St Stephens Episcopal
Edina Covenant
Edina Morningside Church
Calvin Christian School
Golden Years Montessor
Step By Step Montessori
66TH ST W
54TH ST W
58TH ST W
76TH ST W
78TH ST W
FRANCE AVE S
NERVES AVE S
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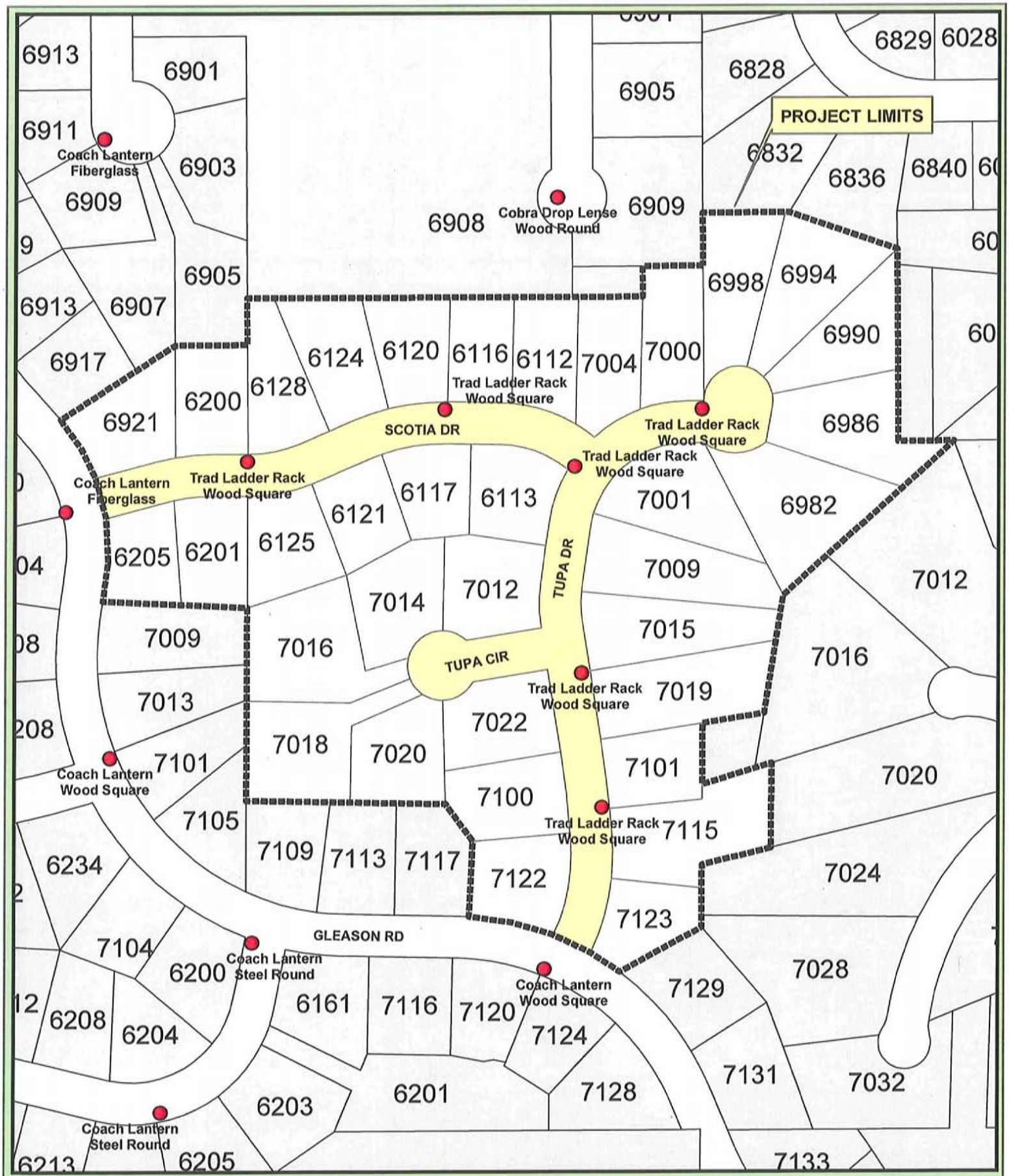
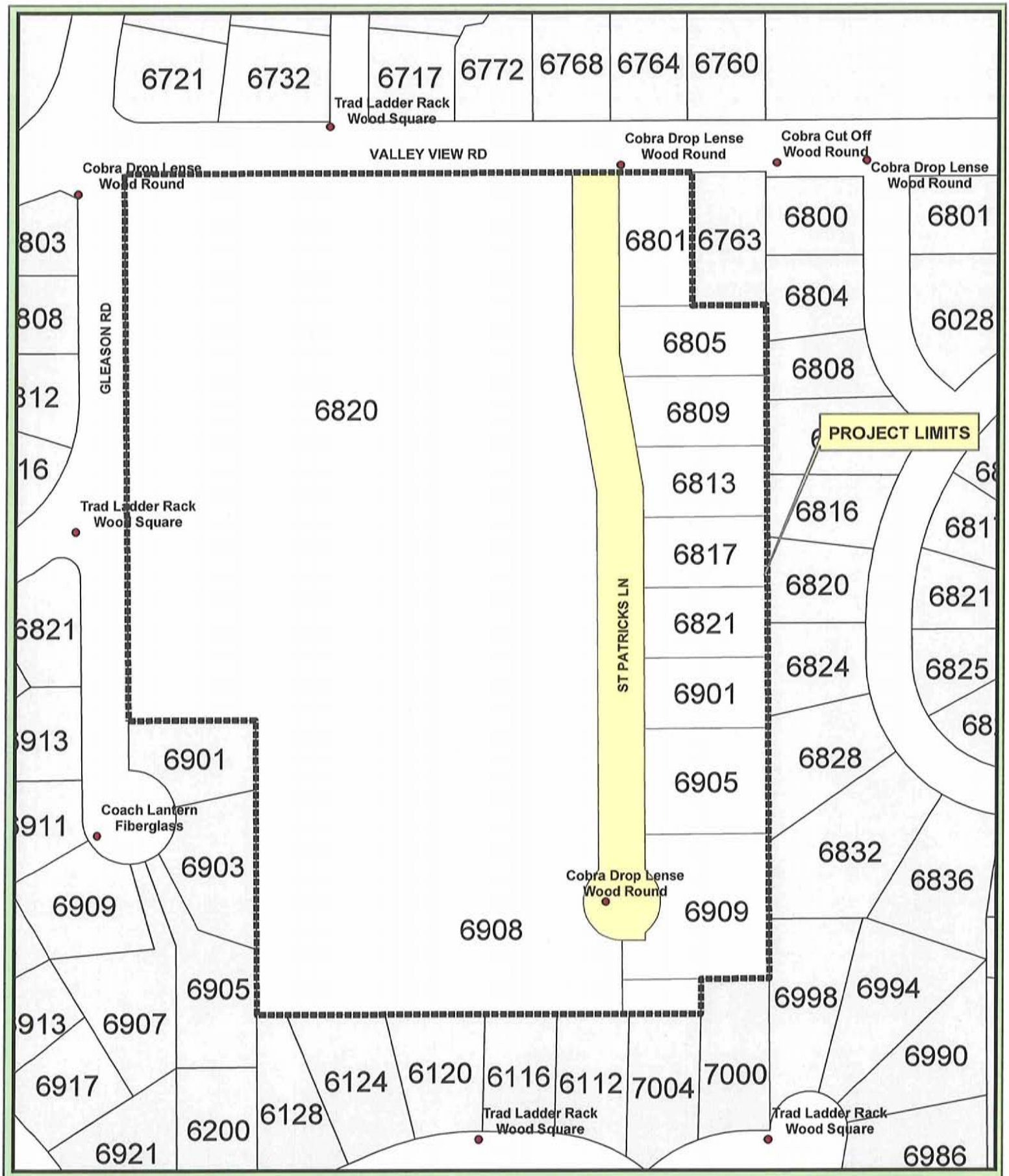


Street Lights
Braemar Hills B Street Reconstruction
Improvement No: BA-395

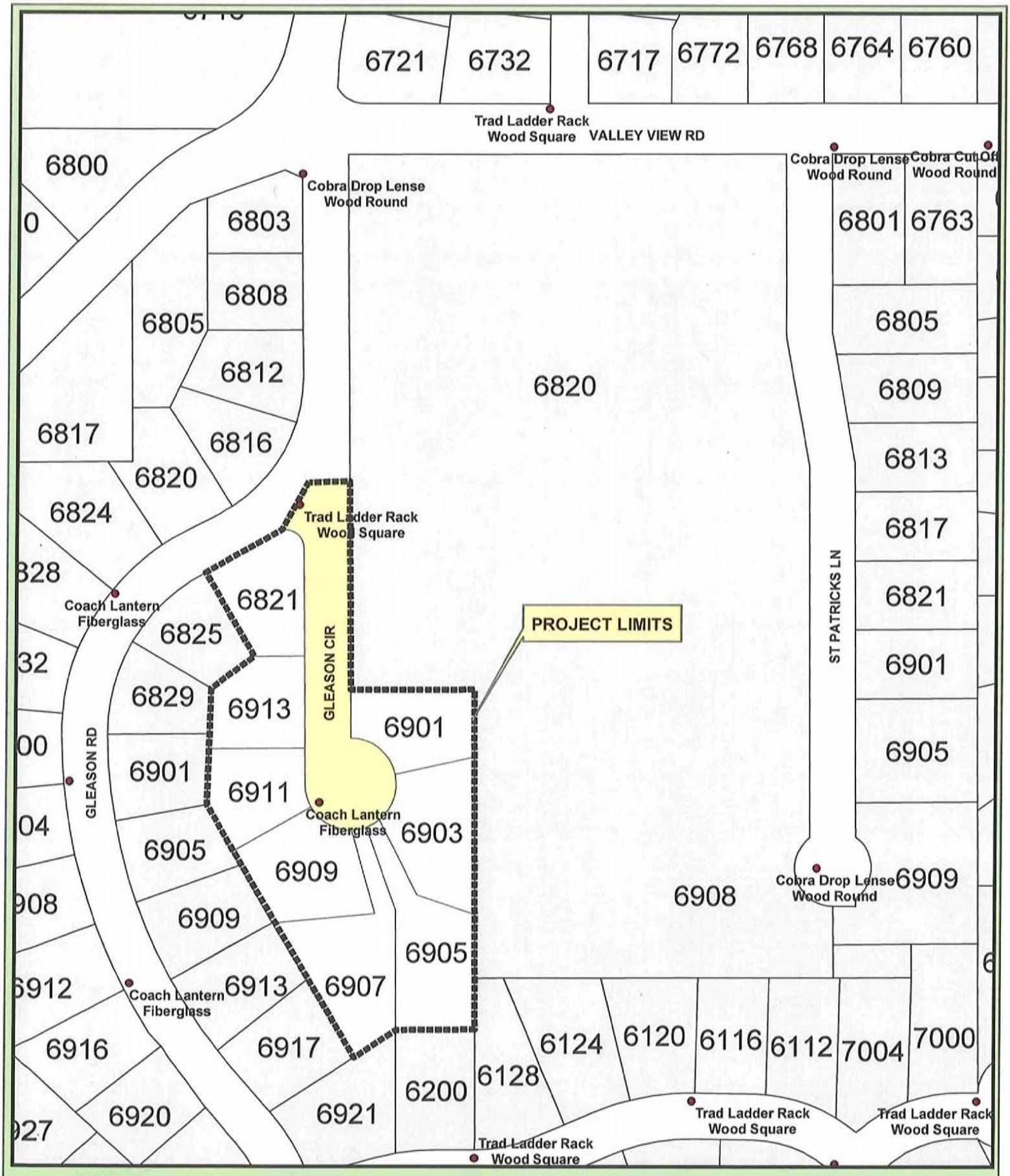
N
W E
S

Engineering Dept
October, 2012



Street Lights
St Patricks Lane Street Reconstruction
Improvement No: BA-396

Engineering Dept
October, 2012



Street Lights
Gleason Cir Street Reconstruction
Improvement No: BA-397

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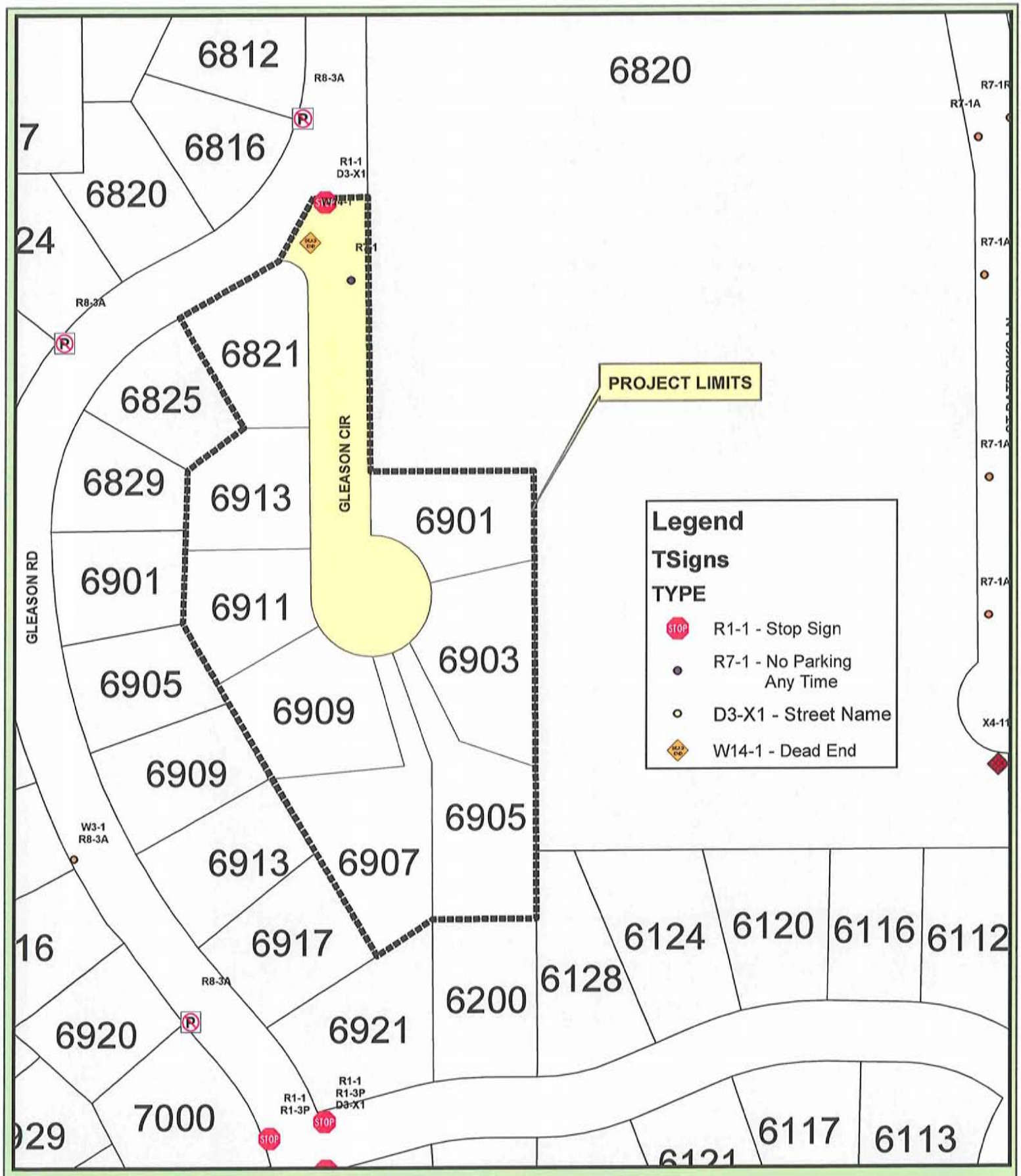
Engineering Dept
October, 2012

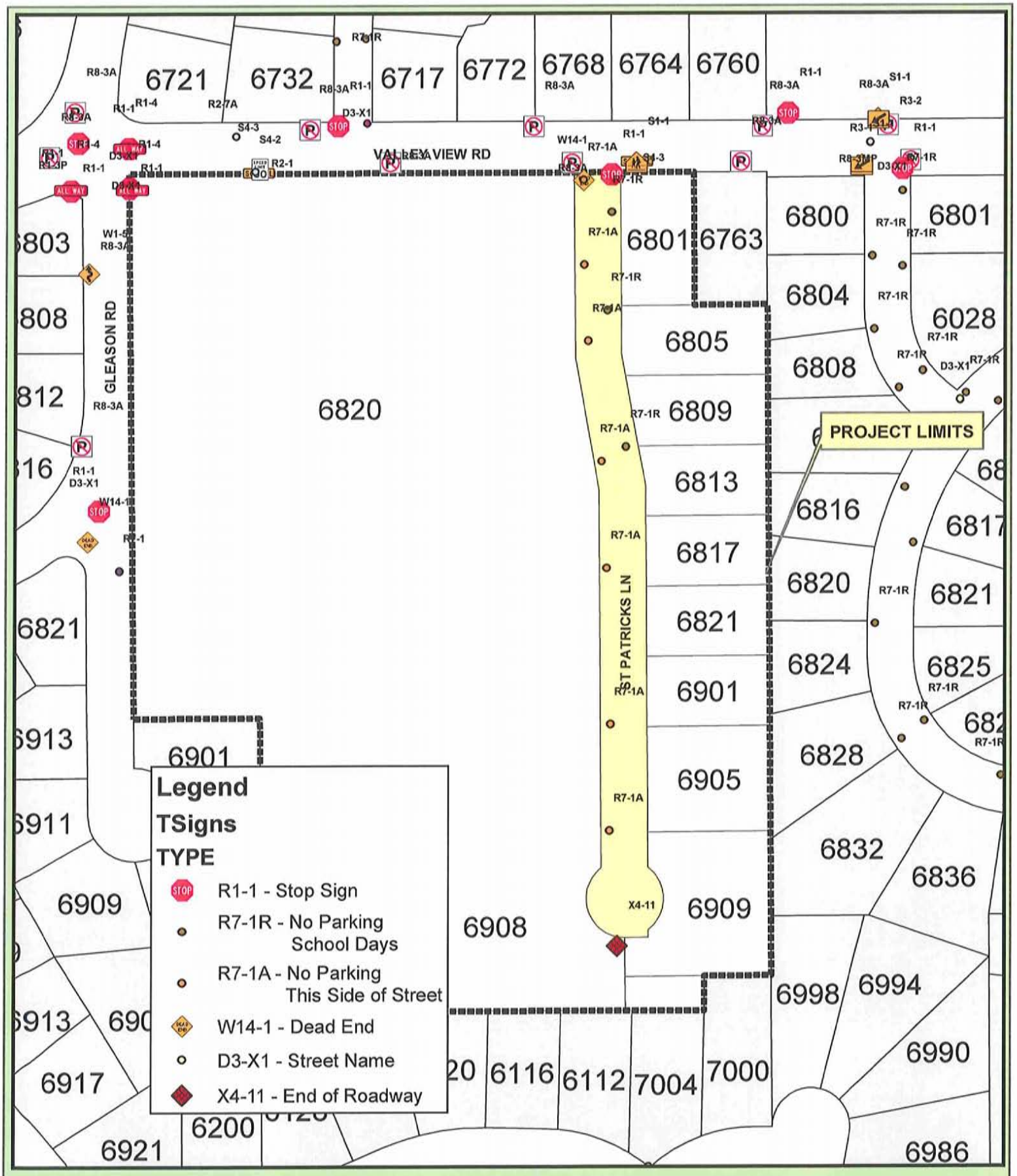
Signs
Braemar Hills B Neighborhood
Roadway Reconstruction
Improvement No: BA-395

Engineering Dept
October, 2012



Signs
Gleason Circle Neighborhood
Roadway Reconstruction
Improvement No: BA-397

Engineering Dept
October, 2012



Signs
St Patricks Lane Neighborhood Roadway Reconstruction
Improvement No: BA-396

N
W E
S

Engineering Dept
October, 2012

9/14/2012

To: Mark Wolf, Church of St. Patrick

From: Chad Millner, Assistant City Engineer

RE: BA-396 – Church of St. Patrick Equivalent REU Calculation

This document explains the calculation to determine the equivalent number of REU's for Church of St. Patrick. The equivalent number of REU's will be used for assessment purposes during the upcoming St. Patrick's Neighborhood Roadway Reconstruction Project, Improvement No. BA-396. REU calculations were completed used two techniques; average daily traffic volumes and finished building square footage. The two methods were averaged to determine an REU valve for the church of 4.8 REU's.

4.1 REU's (Method 1) + 5.4 REU's (Method 2) = 9.5 / 2 = 4.8 REU's

Average Daily Traffic Method

The Average Daily Traffic (ADT) was measured along St. Patrick's Lane at two separate locations over a 1-week period. Location #1 was at the exit of the Church of St. Patrick east parking lot and location #2 was at a location south of the Church of St. Patrick east parking lot exit. These two locations were selected to measure the ADT using St. Patrick's Lane to access the Church of St. Patrick parking lot.

Item No.	Comments	Calculations
1	Measured ADT at #1	141
2	Measured ADT at #2	42
3	ADT for Church and 3 Homes (Item 1 – Item 2)	99
4	ADT for 3 Homes based on 14 trips per day (1)	42
5	ADT Church of St. Patrick (Item 3 – Item 4)	57
6	Average Daily Trips per Day (1)	14
7	Equivalent number of REU's (Item 5 / Item 6)	4.1

Notes:

1. Average daily trips per household in Edina are 14 trips per day.

Appraised Building Square Footage Method

State and other local governments assess churches at 0.8 REU per 1000 square feet of finished area per roadway access point. The square foot area is based on appraisal information. The commercial appraiser for the City of Edina provided the square footage areas for the church, parish center, and parish house.

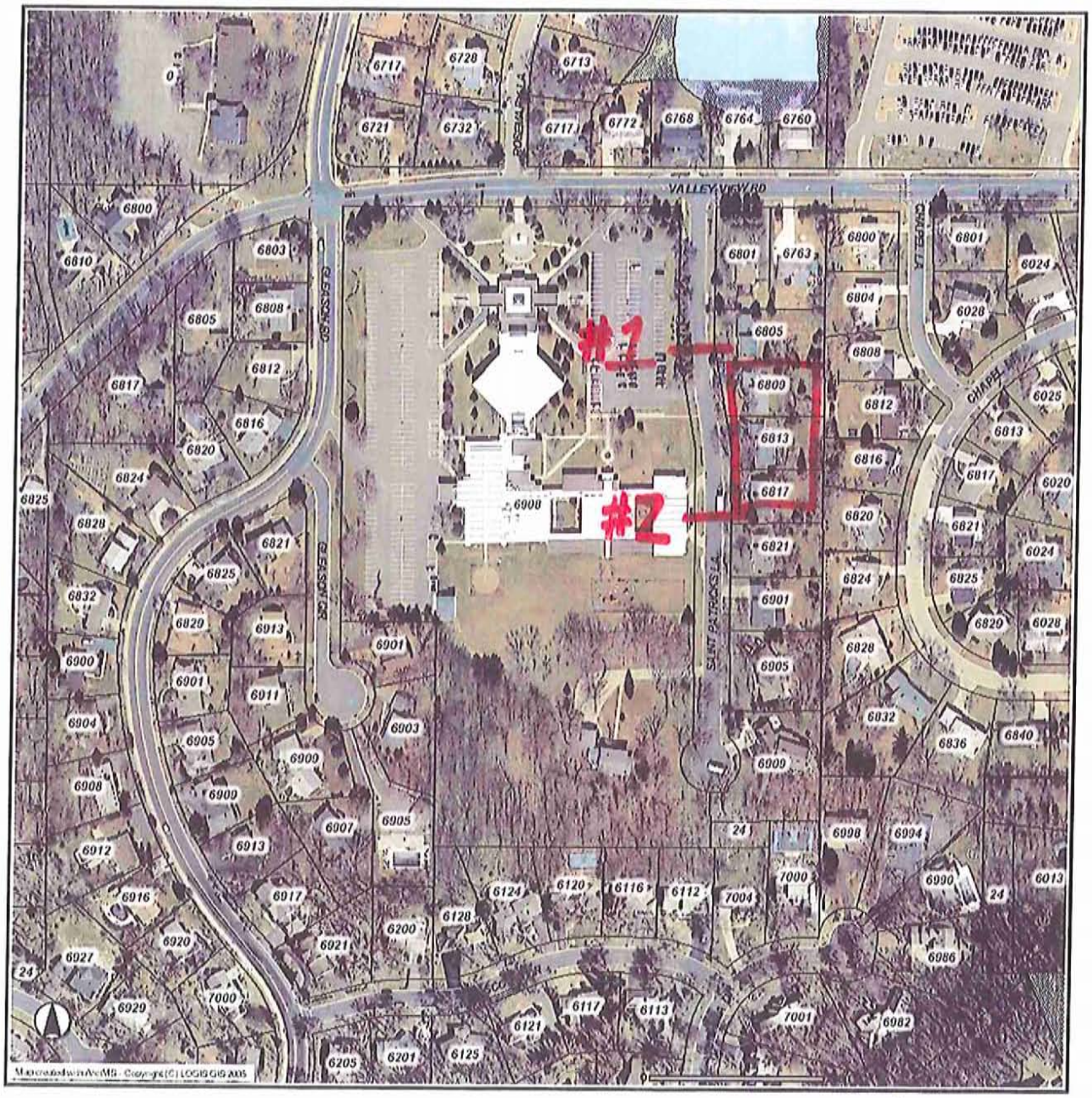
Item No.	Comments	Calculations
1	Area of Church and Parish Center (Sq Ft)	58,965
2	1st Floor Area of Parish House (Sq Ft)	1,590
3	Total Assessable Square Foot Area (Item 1 + Item 2)	60,555
4	1000 Sq Ft per 0.8 REU (Item 3 / 1000)	60.6
5	Number of Access Points to Property	9
6	Item 4 / Item 5	6.7
7	Number of REU's (Item 6 * 0.8)	5.4

Enclosed: Map of Area, Raw Traffic Counts

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA396 St. Patricks Lane 2013\ADMIN\CORR\LETTS & EMAILS\REU Calcs Church of St. Patrick.docx

Raw Traffic Data

Address	Days								
	Mon	Tues	Wed	Thur	Fri	Sat	Sun	AVG	Mon-Fri AVG
6805	164	152	186	141	146	95	105	141	156
6817	57	49	54	38	45	26	27	42	47
Difference	107	103	132	103	101	69	78		



* 6809, 6813, & 6817 St. Patricks Lane - 14 Ave. trips per day x 3 homes
= 42 trips per day

FEASIBILITY STUDY

LAKE EDINA NEIGHBORHOOD ROADWAY IMPROVEMENTS

Aspasia Cir, Aspasia Ln, Hibiscus Ave, Kellogg Ave, Lantana Ln, Larkspur Ln, Monardo Ln, Normandale Rd, Phlox Ln, Poppy Ln, Sedum Ln, Trillium Ln and West Shore Dr

IMPROVEMENT NO. BA-398

November 14, 2012

ENGINEERING DEPARTMENT
CITY OF EDINA

I hereby certify that this feasibility study was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Chad A. Millner — 43970 — 11/13/12

Chad A. Millner — Reg. No. — Date

Approved Wayne D. Houle 11/13/12

Wayne D. Houle, PE — Date

Director of Engineering

FEASIBILITY STUDY – BA-398
ENGINEERING DEPARTMENT
CITY OF EDINA

LAKE EDINA NEIGHBORHOOD ROADWAY IMPROVEMENTS
NOVEMBER 14, 2012

SUMMARY:

The project involves spot repairs to the sanitary sewer trunk pipe, upgrades to the watermain and storm sewer systems, spot repairs to the concrete curb and gutter, and reconstruction of the bituminous pavement.

The total estimated project cost is $5,587,500 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from start of project to final assessment hearing. Funding for the entire project will be from a combination of special assessment, utility funds and Active Living Infrastructure Fund (ALIF).

The estimated cost for roadway and cosmetic sound wall improvements is $3,092,500 and will be 100 percent funded by special assessments. If sidewalks are approved, it will be funded by the Active Living Infrastructure Fund at an estimated cost of $395,000. The new concrete curb and gutter is included under the storm sewer fund not under the roadway special assessment. Utility improvements and repairs amount to $2,100,000 and will be funded through their respective utility fund.

The project can be completed during the 2013 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project includes Aspasia Cir, Aspasia Ln, Hibiscus Ave, Kellogg Ave, Lantana Ln, Larkspur Ln, Monardo Ln, Normandale Rd, Phlox Ln, Poppy Ln, Sedum Ln, Trillium Ln and West Shore Dr. The drawing below is a detailed project location map of the Lake Edina Neighborhood Roadway Improvement Project (Figure 1).

Figure 1. Project Area Map

INITIATION & ISSUES:

The Lake Edina Neighborhood project was initiated by the Engineering Department as part of the City's street reconstruction program and as identified in the Capital Improvement Program. This project addresses updating aging infrastructure issues associated with watermain, storm sewer, and sanitary sewer systems and the pavement condition.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the draft Living Streets Policy Framework, and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the plan addresses locations of proposed sidewalks facilities within the City. As shown in Figure 7.10 of Appendix F there are no proposed sidewalk facilities indicated within the project limits.

Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As

shown in Figure 7.11 of Appendix F, a primary bike route is designated along West Shore Drive to Hibiscus Avenue, east on Hibiscus Avenue to Kellogg Avenue, and south along Kellogg Avenue to the cul-de-sac bordering Fred Richards Golf Course.

City of Edina Comprehensive Water Resource Management Plan

The Lake Edina Neighborhood project is located within the Nine Mile Creek Watershed district. The Comprehensive Water Resource Management Plan indicates one known or modeled storm water issue in the neighborhood. An area on Hibiscus Avenue between West Shore Drive and Phlox Lane including a backyard area at 4708 and 4712 Hibiscus Avenue. This area will be evaluated by staff for possible mitigation measures.

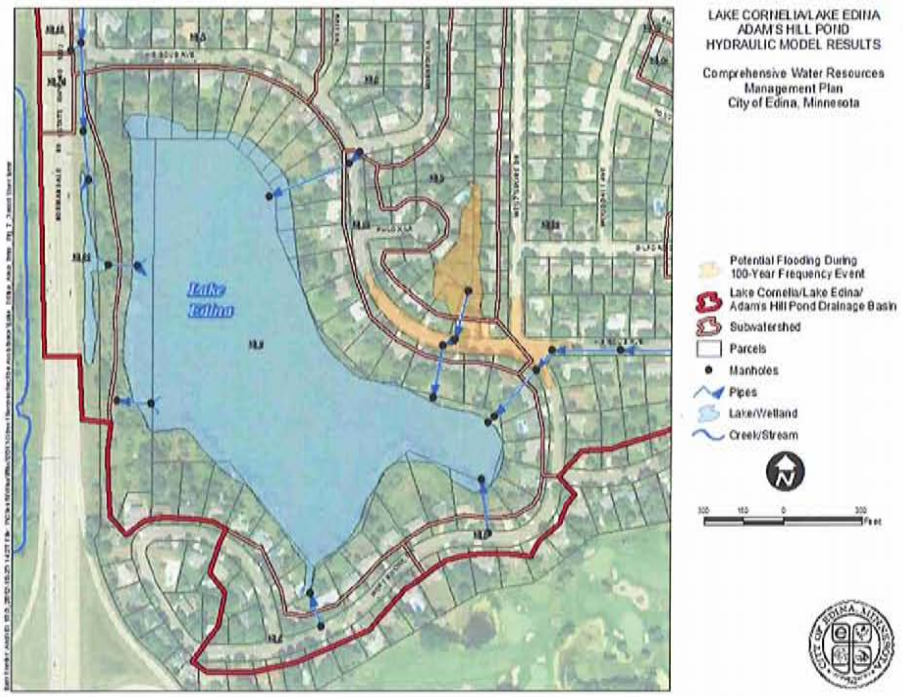


Figure 2. Potential Storm Water Drainage Issue

Draft Living Streets Policy Framework and Sustainability Evaluation

The Edina Transportation Commission (ETC) is currently developing a Living Streets Policy Framework, which will then progress to developing a Living Street Policy and Plan for the City, see attached Memo from HRGreen and BARR Engineering; consultants helping the ETC with this project. The vision statement expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance

community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Although the Living Streets Policy and Plan has not been developed, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

Staff is also including a simple sustainability analysis for this project. This is the first year to include this analysis and we anticipate a more refined analysis in the future that will include review and input from a sustainability team.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment; such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy, what are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

The following is a list of issues, some generated by resident comments, addressed in this report:

- Storm water drainage
- Poor condition of existing pavement
- Existing landscaping, retaining walls, and driveways.
- Sanitary sewer and watermain deficiencies
- Existing mature trees
- Existing lighting

Resident Input

As part of the Engineering Departments practice of notifying residents 18 - 24 months prior to a potential reconstruction project, the residents were invited to an open house on September 22, 2011 to discuss the City's process for street reconstruction.

A resident questionnaire was sent to the property owners on July 13, 2012. The questionnaires were completed and returned by 141 of the 247 property owners, a return rate of 57%.

Due to the council's decision to amend the assessment policy to no longer include assessments for sidewalks and street lights and the potential creation of a franchise fee to fund these improvements, a second questionnaire was sent to the property owners on August 17, 2012. Questionnaire No. 2 was completed and returned by 130 or 247 property owners, a return rate of 53%.

The two key issues that were addressed in this questionnaire were the addition of new sidewalks and installation of decorative lighting. The responses to those questions are shown in Table 1. The full questionnaire and responses can be found in Appendix B and C.

Lake Edina Neighborhood Roadway Improvements –
Results from July 13, 2012 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
247	141	12	128	47	88
% of Returned Questionnaires	**57%**	**9%***	**91%***	**33%***	**62%***

Lake Edina Neighborhood Roadway Improvements –
Results from August 17, 2012 Questionnaire No. 2 Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
247	130	23	100	64	62
% of Returned Questionnaires	**53%**	**18%***	**77%***	**49%***	**48%***

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

Table 1. Results from Questionnaires

A neighborhood informational meeting was then held on August 8, 2012 to discuss the improvements planned for this neighborhood. The meeting was attended by 20 residents representing 17 properties. Input from this meeting and comments received throughout the planning of this project have been included in Appendix.

A second informational meeting was held on November 7, 2012 to discuss the recommendation of sidewalks from the ETC and the cosmetic issues associated with the sound wall along Highway 100. The meeting was attended by 34 residents representing 29 properties. Details from that meeting can be found in Appendix K.

EXISTING CONDITIONS: Public Utilities

Sanitary Sewer

Historical records indicate only a few sewer backups or blockages in the area. The majority of the trunk sanitary sewer system has been televised and evaluated for areas that will need repair. Portions of the sanitary sewer along Hibiscus Avenue will be televised in the next few weeks by public works staff. This portion of the sanitary sewer trunk pipe is a collector pipe with high flows.

Watermain

The existing watermain system consists of 6", 8", and 12" cast iron pipe (CIP). The system has experienced relatively few breaks since being installed. The fire hydrants are original to the neighborhood and lack the

STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

Storm Sewer

The storm sewer system is located within the legal boundary of Nine Mile Creek Watershed. Resident questionnaires commented on a few locations of localized surface drainage issues that will be addressed where feasible with storm sewer additions and sump pump drain pipe. The larger street network of storm sewer is being reviewed with the help of BARR Engineering to determine if storm sewer upgrades are feasible for the issue raised in the Comprehensive Water Resources Management Plan (Figure 2).

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. The utilities are a combination of overhead and underground facilities located in the backyards or along the boulevard.

Street lighting consists of standard "cobra head" lights mounted on wood poles that are typically located at intersections. Locations of the street lights are shown in Appendix J.

Streets

The majority of the roadways in this neighborhood were originally constructed in the 1960's. The neighborhood has concrete curb and gutter and the roadway width is approximately 31 feet. The pavement condition varies throughout the neighborhood and is in relatively poor condition (Photos 1 & 2).

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Lake Edina Neighborhood as calculated in June 2009 is 18. Examples of the raveling and alligator cracking can be seen in photos 1 & 2. The City of Edina recently hired a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100; with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

Street grades vary throughout the area with some areas that are extremely flat allowing storm runoff to collect along the edges of the roadway causing additional deterioration of the pavement.

The pavement throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

Photo 1. Existing Pavement Condition

Photo 2. Existing Pavement Condition

Landscaping

Some properties have vegetation, hardscapes (such as boulders and retaining walls) or other landscaped items within the City right-of-way. Many of these landscape items are located directly behind the curb or around

existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work.

Traffic and Crash Data

City staff measured traffic volumes and speeds at ten locations within or near the neighborhood. Average daily traffic volumes ranged from 117 to 1259 cars per day with 85th percentile speed ranging from 24.0 to 34.6 mph. The traffic and crash data is shown in Appendix G.

Sound Wall

A concrete sound wall exists along the west side of Normandale Road from 70th Street to Hibiscus Avenue to reduce noise and sight of traffic from Highway 100. In the past, the wall has been tagged with graffiti. MnDOT is responsible for the maintenance of the sound wall. MnDOT maintenance paints over the graffiti with a variety of colors (Photo 3). Over the past 5-years a neighborhood group on Larkspur Lane has planted ivy and junipers to create a natural covering on the wall (Photo 4).

Photo 3. Sound Wall at Hibiscus Avenue

Photo 4. Sound Wall at Larkspur Lane

MnDOT is responsible for the maintenance of the sound wall. They do not have a budget for sound wall cosmetic improvements other than graffiti control. MnDOT has indicated that cosmetic improvements to the sound wall can be completed by the neighborhood.

PROPOSED IMPROVEMENTS:

The Lake Edina Neighborhood Improvement project involves spot repairs to the sanitary sewer trunk pipe, upgrades to the watermain and storm sewer systems, spot repairs to the concrete curb and gutter, reconstruction of the bituminous pavement, cosmetic improvements to the sound wall and potentially sidewalk installation.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Public Utilities

Sanitary Sewer
The trunk sanitary sewer has been televised and based on our evaluation; portions of the trunk sewer will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods.

Watermain
Watermain upgrades include replacing all the gate valves and upgrading fire hydrants to City standard.

Storm Sewer
Spot repairs will be made to the concrete curb and gutter that are no longer functioning properly.

The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition. The installation of a storm water treatment structure is anticipated to collect sediment from storm water prior to discharging into Lake Edina.

The project will install additional storm sewer pipe between 4708 and 4712 & 4709 and 4713 Hibiscus Ave to address the potential storm water ponding issue in the backyards of 4708 and 4712 Hibiscus Avenue (Figure 3). This installation may occur this winter to reduce disturbance to existing turf. It will be installed by horizontal directional drilling methods.

Figure 3. Hibiscus Storm Sewer Improvements

The project will also extend storm sewer pipe along Aspasia Ln from Normandale Rd to Larkspur Ln to address storm water drainage on Larkspur Ln.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system.

Private Utilities

The local gas utility company, CenterPoint Energy, and cable utility company, CenteryLink, have indicated that they will upgrade or replace portions of their infrastructure within the project limits. CenterPoint Energy may also coordinate moving gas meters to the exterior of the homes. This work is not

part of the City's project but will be coordinated to occur prior to our construction activities.

The other privately utility owners have expressed some interest in upgrading some of their networks within the project limits.

Streets

The project will reconstruct the streets with a bituminous surface to the same width as today while maintaining the majority of the existing curb and gutter. In addition to the new bituminous pavement surface, staff is also recommending to tighten up the oversized intersection at Hibiscus Avenue and West Shore Drive. Reconfiguration of this intersection reduces storm water runoff, maintenance requirements of the pavement, and provides some traffic calming.

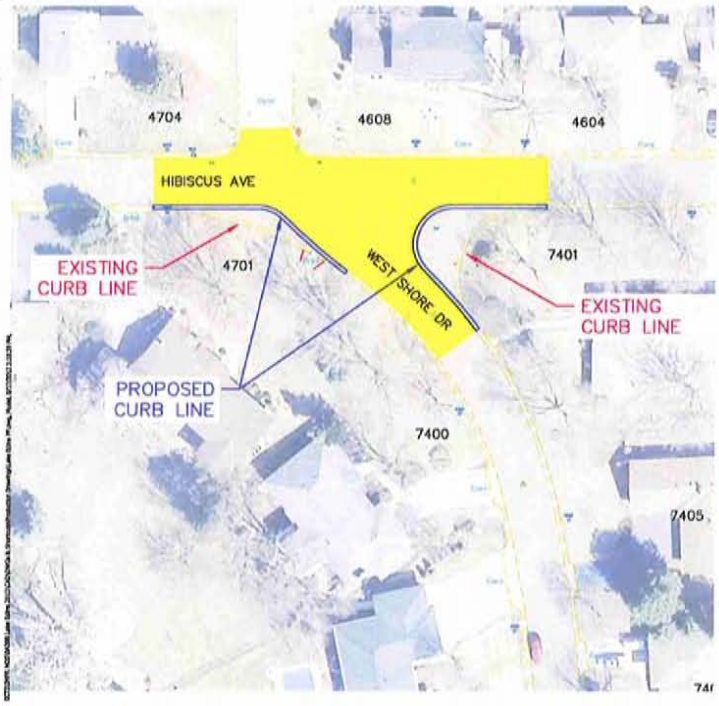


Figure 4. Reconfiguration of Hibiscus Ave and W. Shore Dr

Residential Roadway Lighting

The questionnaire asked if residents wanted to reconstruct the street lights in the project area. The results from Table 1 show that property owners are split on whether or not to reconstruct the street lights. The lighting of the neighborhood is sufficient to delineate the intersections. Staff feels the benefits do not outweigh the costs for a new lighting system. Staff is not recommending making any revisions to the current street lighting.

Sidewalks

At the August 8, 2012 neighborhood informational meeting staff indicated to the residents that sidewalks within the neighborhood were unlikely. This was based on both the results of the first questionnaire and the Comprehensive Plan. The results of questionnaire No. 2 also showed limited support for sidewalks within this project.

The Edina Transportation Commission (ETC) reviewed the proposed reconstruction plan at their October 25, 2012 meeting. The ETC is recommending a sidewalk along the following roadways:

- East side of Normandale Road from West 70th Street to Hibiscus Avenue
- North side of Hibiscus Avenue from Normandale Road to Kellogg Avenue

If sidewalk is approved for the ETC route, staff would like the council to consider a sidewalk along the east side of Kellogg Ave towards the Fred Richards Golf Course. The City's Parks Department has preliminary plans for a path from Kellogg Ave to Parklawn Ave. traveling east along the golf course (Figure 5).

The proposed ETC recommendation to construct sidewalk in the neighborhood was communicated to the residents at a sidewalk informational meeting on November 7, 2012. Details from that meeting can be found in Appendix K.

There are 30+ existing mature trees along the recommended streets for sidewalks. In order to accommodate sidewalks along these streets without removing any of the existing trees, the east and north curb lines of Normandale Dr. and Hibiscus Ave. would be shifted approximately 3-ft west and south, respectively. It would be the adjacent homeowner's responsibility to remove snow from these sidewalks based on current City policy.

Figure 5. Sidewalk and Path Alignments

Sound Wall

Staff discussed cosmetic improvement options with the residents at the November 7, 2012 Informational Meeting. Options presented at the meeting were painting the wall, continue the planting style started near Larkspur Lane over the entire wall or a combination of both. Estimated resident costs for each were presented at the meeting.

Based on discussions with residents at the November 7, 2012 Informational Meeting, residents supported removing the existing paint by pressure washing, protecting the existing plantings along the wall started by residents of Larkspur Ln, and installing new plantings along the remainder of the wall. The new plantings would match the ivy and junipers planted at Larkspur Lane.

RIGHT-OF-WAY & EASEMENTS:

The right-of-way for Phlox Lane and Poppy Lane is 50 feet wide. Hibiscus Ave right-of-way is 65 feet wide; All other street right-of-way is 60 feet wide. All proposed improvements stay within this right-of-way and no additional easement requirements are anticipated.

PROJECT COSTS:

The total estimated project cost is $5,587,500 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from start of project to final assessment hearing. Funding for the entire project will be from a combination of special assessment, utility funds and Active Living Infrastructure Fund.

The estimated cost for roadway and cosmetic sound wall improvements is $3,092,500 and will be 100 percent funded by special assessments. If sidewalks are approved, it will be funded by the Active Living Infrastructure Fund at $395,000. The new concrete curb and gutter is included under the storm sewer fund not under the roadway special assessment. Utility improvements and repairs amount to $2,100,000 and will be funded through their respective utility fund.

Item	Amount	Total Cost
Roadway:		**$ 3,043,020**
Sound Wall:		**$ 49,480**
Sidewalks:		**$ 395,000**
Utilities:		
Storm Sewer	$ 1,370,000	
Watermain	$ 393,000	
Sanitary Sewer	$ 337,000	
Utility Total:		**$ 2,100,000**
Total Project:		**$ 5,587,500**

Table 2. Estimated Project Costs

ASSESSMENTS:

The assessments are based on the City's Special assessment policy, dated August 21, 2012. Based on this policy there are 247.40 residential equivalent units (REU); four of the properties are duplexes with individual ownership and are shown as a 0.8 REU's, and two of the properties are duplexes, where the owner owns both units, are shown as 1.6 REU's. The roadway assessment is $12,300 per REU and the cosmetic sound wall improvements assessment is $200 per REU for a total estimated assessment per REU of $12,500 (Figure 4).

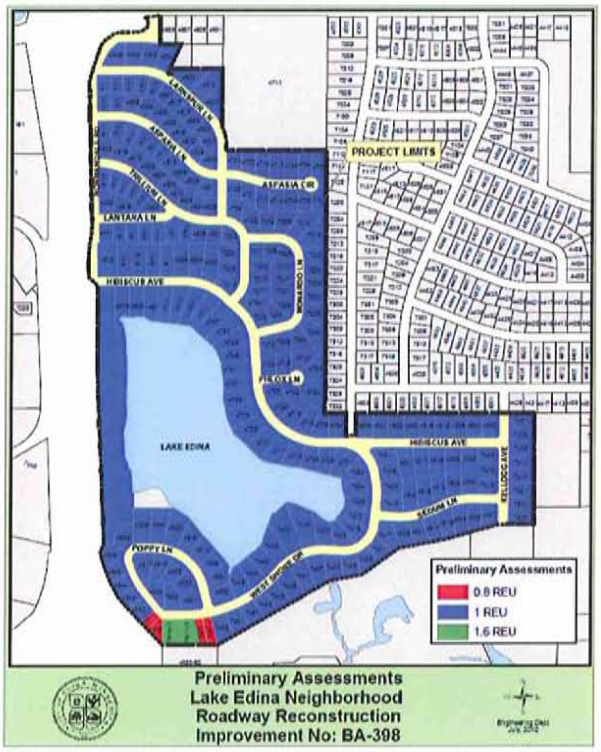


Figure 4. Preliminary Assessment Map

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

Project Open House 2011	September 22, 2011
Neighborhood Informational Meeting	August 8, 2012
ETC Feasibility Study Review	October 25, 2012
Neighborhood Sidewalk Informational Meeting	November 7, 2012
Receive Feasibility Report and Public Hearing	December 11, 2012
Bid Opening	March/April 2013
Award Contract	Spring 2013
Begin Construction	Spring 2013
Complete Construction	Fall 2013
Final Assessment Hearing	Fall 2014

FEASIBILITY: Staff believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Lake Edina Neighborhood.

APPENDIX:

A. 2011 Open House Meeting Letter and Presentation
B. Property Owners Questionnaire
C. Property Owners Questionnaire No. 2
D. 2013 Neighborhood Roadway Reconstruction Informational Meeting
E. Preliminary Assessment Roll

F. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
G. 2012 Lake Edina Traffic and Crash Data
H. Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework
I. Recommendation to Set Public Hearing, Notice of Public Hearing to residents and Notice of Public Hearing Advertisement
J. Edina Transportation Commission Review Data and Meeting Minutes
K. 2013 Neighborhood Roadway Reconstruction – Sidewalk Informational Meeting

APPENDIX A

2011 Open House Meeting

Lake Edina Neighborhood Roadway and Utility Improvements

September 9, 2011

RE: 2013 Roadway and Utility Improvements

Dear Resident:

The City of Edina has initiated the process of roadway and utility improvements for the summer of 2013 for your neighborhood. The first step is to have an open house to familiarize you with the City's process for street reconstruction.

You are invited to attend an open house on Thursday, September 22, 7:00 p.m. at the Public Works and Park Maintenance Facility, located at 7450 Metro Boulevard. The meeting will consist of a short presentation starting at 7:15 p.m. with question and answer to follow. The presentation will cover topics such as "How are streets selected for reconstruction; Who funds the project; Special assessment; What can I expect during construction; How can I stay informed." Please keep in mind that this meeting will not cover project specific details, that meeting will come at a later time.

The exact amount that you will be assessed for this project will not be available in time for the open house; however, based on past projects, you can expect the amount to be between $6,000 to $9,000.

To better communicate the overall happenings of the project, the City has introduced the City Extra e-mail notification service. This service is free and allows individuals to sign up to receive e-mail messages from the City on a variety of topics. To sign up for the service go to the City Extra website at http://cityextra.cityofedina.com and place a check mark in the box next to your neighborhood project name (**Lake Edina**). Please contact the City at 952-927-8861 if you are having trouble signing up for City Extra.

If you cannot attend the open house and have questions on the process please contact either Assistant City Engineer Jack Sullivan at 952-826-0445 or email at jsullivan@ci.edina.mn.us or Project Manager Jamie Cynor at 952-826-0440 or email jcynor@ci.edina.mn.us.

Sincerely,

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

OPEN HOUSE

for

2013 Neighborhood Roadway Improvements

9/22/2012

WHY ARE WE HERE?

- For Engineering staff to communicate to residents the reconstruction process directed by Council
- Staff is not here to debate the process but rather to educate and to gather input from residents
- Council determines if a street reconstruction project proceeds

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

TYPICAL TIMELINE

FROM FIRST NOTIFICATION TO END OF CONSTRUCTION

April	Kick-off informational letter to residents
May	Open House (for preceding two years)
July / August	Neighborhood Informational Meeting – draft project plans and estimated costs are provided
December / January	Feasibility Report and Public Hearing
January / February / March	Plan Preparation / Bidding
April / May	Construction Begins
October / November	Construction Complete
Following Spring	Warranty Work
Following Summer / Fall	Final Assessment Hearing

PROCESS FROM START TO END

AGENDA – change background to new style??

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

FUNDING

Special Assessment pays 100% of the following (approximately $x,000 to $xx,000 per Residential Equivalent Unit (REU):

- Roadway – replacing entire roadbed
- Sidewalks
- Decorative Streetlights (optional)
- Traffic Management (optional)

FUNDING

The **Utility Fund** which covers sanitary sewer, storm sewer and watermain pays 100% of the following:

- Curb & Gutter (will be added or may be replaced)
- Sanitary Sewer – trunk pipe only within the roadway
- Storm Sewer – trunk pipe within roadway and within easements on private property
- Watermain – trunk pipe in roadway up to the curb stop of private property
- Sump Pump Pipe – for residents to connect sump pumps

AGENDA

Introductions

Road Reconstruction Video

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1. Process
2. Funding sources
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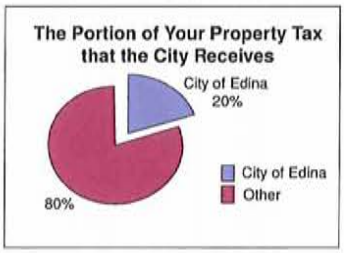
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

WHAT DO YOUR TAXES PAY FOR?



Allocation

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

SPECIAL ASSESSMENTS – PAYMENT OPTIONS

AGENDA

Introductions

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4. Communication with residents
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6. What can I do to prepare for the project?

Questions

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-offs 24-hrs in advance.

HOW CAN YOU GIVE INPUT AND STAY INFORMED?

- www.EdinaMN.gov

  Visit our website regularly. Information from open houses and other communications are archived on our website.

- edinamail@EdinaMN.gov

  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

RESIDENT QUESTIONNAIRE

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

- Sump Pump Discharge Service Line – do you have one and the location?
- Residential Roadway Lighting – do you want decorative street lights, style and pole location?
- Pedestrian Issues – what are the issues and do you favor sidewalks?
- Private Underground Utilities – do you have underground lawn irrigation and pet containment?
- Local Drainage Problems – have you noticed drainage issues in the neighborhood?

AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
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4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- That the City will keep you informed of activities
- Private utility companies updating their systems prior to City's contractor
- Dusty, noisy, muddy (watering trucks will help to keep dust down)
- May be asked to limit water use

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- Irrigation system and pet containment may be damaged. The irrigation system will not be fixed until the end of the project.
- 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.

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May be connected to temporary water

19

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access your driveway for up to seven days

20

WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access the roadway for a few hours. Some days it may not be accessible by vehicle. Contractor will accommodate special needs.

21

AGENDA

Introductions

Road Reconstruction Video

Presentation

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3. Assessments
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5. What to expect during construction
6. What can I do to prepare for the project?

Questions

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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

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THANK YOU

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AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
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4. Communication with residents
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6. What can I do to prepare for the project?

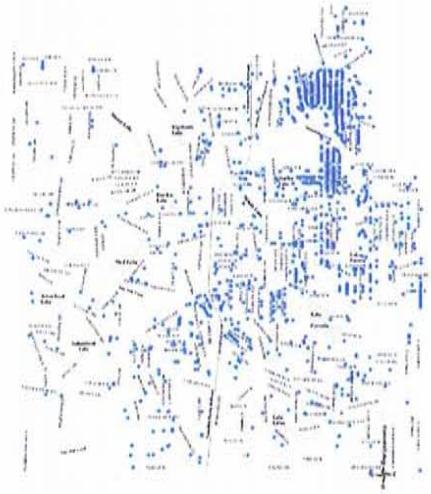
Questions

SIDEWALK FACILITIES

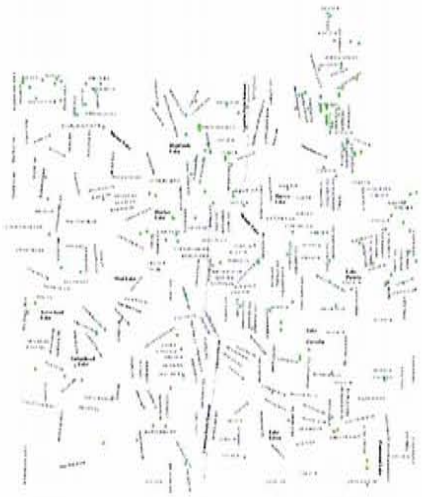
BICYCLE FACILITIES

Bike Edina Task Force – Bike Routes

WATERMAIN BREAKS



SEWER BLOCKAGES



APPENDIX B

Property Owners Questionnaire

July 13, 2012

2013 Neighborhood Roadway Reconstruction

Lake Edina Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2013. See the attached map identifying your project area.

Please save the date of **Wednesday, Aug. 8** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by July 30.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2014. The special assessment is payable over 10 years.
- The special assessment typically includes cost of the new roadway, sidewalk and streetlights. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

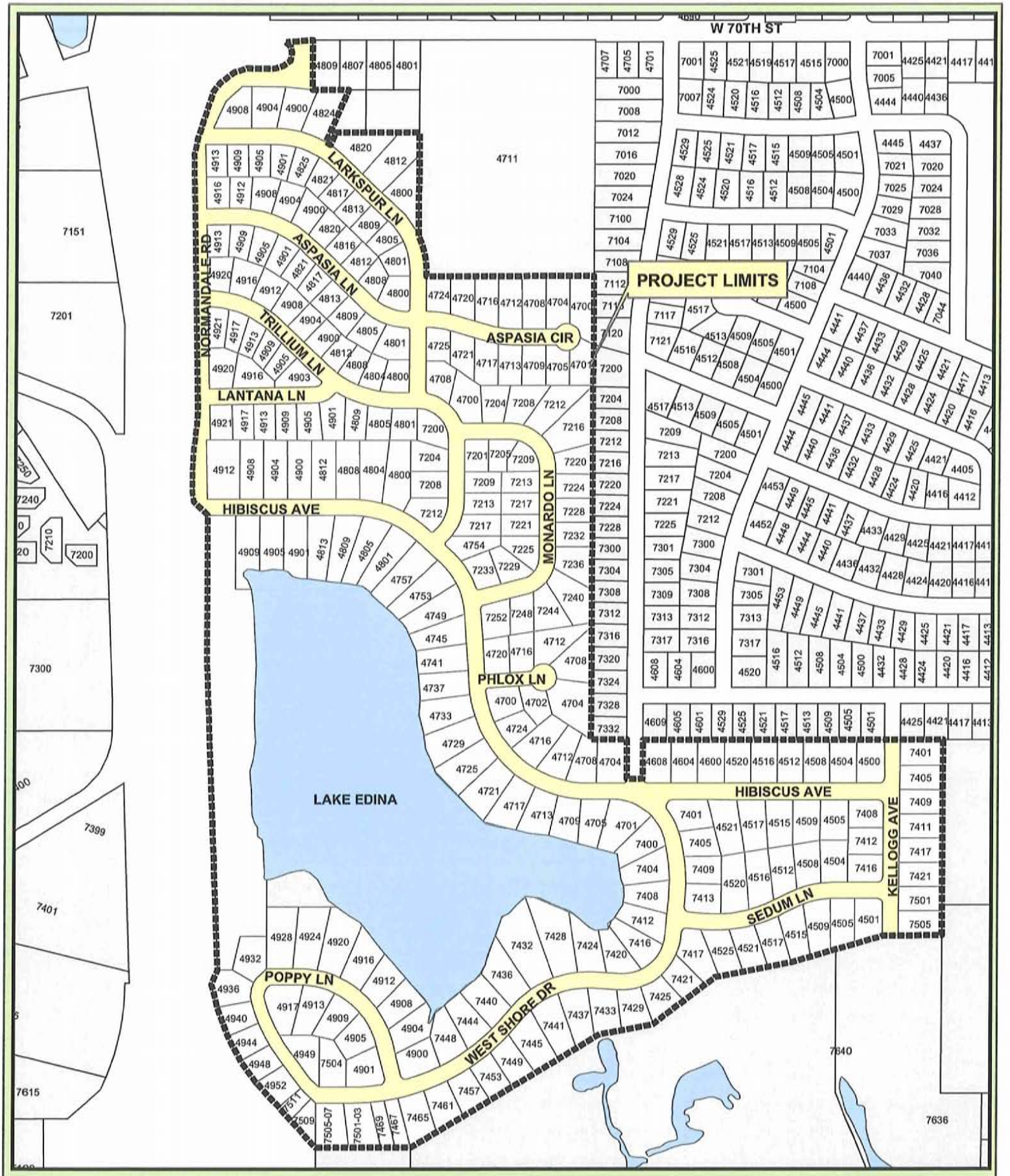
After we review questionnaire responses, we will continue the project planning process. We will present detailed project plans in October or November, followed by a public hearing in December or January. Construction will begin in spring/early summer and end in late fall of 2013.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope



Project Area
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398

N
W E
S

Engineering Dept
May, 2012

Resident Questionnaire

Lake Edina
Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

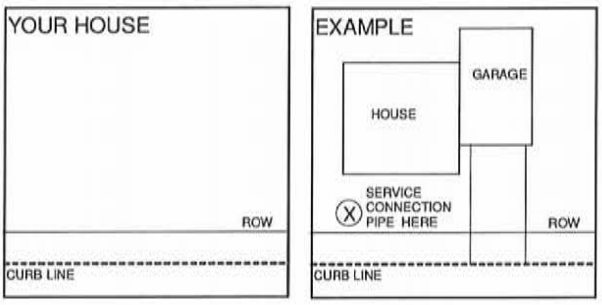
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? ❒ Yes ❒ No

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.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

_____

_____

_____

_____

III. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' 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

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to IV. A.

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

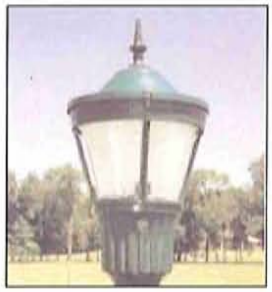
Coach:
Style can be viewed in the Sunnyslope neighborhood, just north of Edina City Hall, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

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



Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

C. Please describe 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. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

❒ Front Door ❒ Other

B. If other, please explain.

_____

_____

_____

VIII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by July 30**.

Lake Edina Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 8/8/12

Surveys sent: **247** Surveys returned: **128** Return rate: **52%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?
Yes: **17** No: **69** Unknown: **42**

B. Does your home have a sump pump?
Yes: **20** No: **102** Unknown: **6**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?
Yes: **3** No: **71**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?
Yes: **7** No: **96**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
Yes: **79** No: **49**

B. Do you have an underground electric pet containment system in the City's right-of-way?
Yes: **13** No: **115**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?
Yes: **43** No: **80**

IV. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?
Yes: **12** No: **115**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?
Yes: **29** No: **99**

VI. Construction Update (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?
Front Door: **124** Other: **3**

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?
Yes: **111** No: **15**

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INTENTIONALLY

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

Data Entered By:
Last Date Data Entered:
Due Date:
Questionnaires Sent Out: 247
Questionnaires Returned: 141
Percent Returned: 57%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Roadway Lighting Option						Pedestrian Issues			Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates Access to email	
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems	Irriggation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues			If yes, where?			
House #	Street Name		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No			Yes	No		Front Door	Other	Yes	No
7248	Monardo La	1			1		1					1	None		1	1		1		1	3	5	3		1				1		1		1	
7416	Kellogg Ave	1		1			1			1		1	Per sketch above - water ponds in road at the corner of lot. Has been a problem for years. Road needs repair every year. Could be leaking fire hydrant.	1		1			1							1				1		1		1	
4909	Hibiscus Ave	1	1			1			1			1			1		1		1	4	3	5		1				1		1		1	
7212	Monardo La	1		1			1			1		1		1			1		1	5	2	1	4		1			1		(no on Monardolane) Too many garbage trucks are ruining the streets. Has the city considered using one hauler? Still difficult to turn left on to 70th from frontage road. Can there be a no turn on red for cars exiting 100 from the south during busy hours?	1		1		
4900	Trillium La	1			1		1					1			1		1		1	5	1	1	1		1	Not applicable	None		1	Not applicable	1		1	
4700	Aspasia Cir	1		1			1						None that we know of.`	1			1	1		4	2	1	5		1				1		1		1	
4813	Larkspur La	1		1			1			1		1	None		1		1		1						1				1		1			
7224	Monardo La	1		1			1					1	None I know of		1		1		1						1				1			Email	1	
4936	Poppy La	1	1			1				1		1	Storm sewer drain back-up in back yard with heavy downpours		1		1		1	1	4	5	3		1				1		1		1	
4808	Aspasia La	1		1			1					1			1		1		1	1	1	1	5		1				1				1	1
4712	Hibiscus Ave	1		1			1				1		During heavy rains the street storm sewers are unable to collect the water. The water backs up into our yard approx 3 to 6 ft above the curb line.	1			1		1						1				1	Many drivers drive in the 35 to 40 mph range.	1		1	
7225	Monardo La	1		1			1			1		1			1		1		1						1				1		1		1	
4801	Aspasia La	1		1			1					1	None		1		1		1	3	3	5			1		None		1		1		1	
7209	Monardo La	1			1		1			1		1	None	1			1		1	4	2	3	4		1				1		1			1
4704	Aspasia Cir	1			1		1					1	Rain run off from east neighbors yard causes dirt to empty into my pool	1			1		1	1	5	3	4		1				1		1		1	
7400	West Shore Dr	1		1			1							1			1		1	4	5	3	1		1				1		1			1
4713	Aspasia Cir	1	1				1					1	Not aware of any	1			1		1	1	3	4	3		1				1	Generally feel 25 mph spped on residential streets is desirable -many youngsters live on Aspasia Lane	1		1	
4716	Phlox La	1			1		1						None known (roof drains comment: "I don't believe we have roof drains")	1			1	1		4	3	5	4		1		No issues known		1		1		1	
4505	Sedum La	1		1			1			1		1			1		1		1	4	3	4	4		1				1		1		1	
4712	Phlox La	1		1			1					1			1		1		1	4	4	1	2		1				1		1		1	
4805	Trillium La	1			1		1			1		1	Water collects in various places in the street during rainfall. Also, pooling occurs between street drains along sides of roadway. (Pet fence comment: "To be installed this fall!")		1	1		1		4	5	2	2		1				1		1		1	
4824	Larkspur La	1		1			1					1		1			1								1				1		1			
7503	West Shore Dr	1		1			1			1		1			1		1	1		3	3	3	3		1				1		1			1
4505	Hibiscus Ave	1			1		1			1		1	None on my lot.	1			1		1						1				1		1		1	
4909	Lantana La	1		1			1			1		1	None	1			1		1						1			1		Every Tuesday way too many garbage trucks drive by! My street would last another 10 years if we all used one pickup service for garbage!!	1		1	
4913	Poppy La	1		1			1			1		1	None	1		1			1						1				1		1		1	
4805	Aspasia La	1		1			1						None		1		1		1	3	5	1	1		1	We have them already	None known to me		1	Only trying to exit from Normandale onto 70th street on Sunday mornings (????) people going to Christ Presbyterian Church on north side of 70th	1		1	
4817	Larkspur La	1			1		1						The water runoff drain across from our house cannot always take all the water it is getting and backs up		1		1		1						1			1		Sometimes people drive too fast	1		1	
4909	Larkspur La	1		1			1					1	End of driveway - huge puddle in spring and summer to frozen "lake" in water - please correct when grading to replace street. We call it "Lake Laedtke"		1		1	1		1	5	2	3		1				1		On Normandale Rd	1		1	
7208	Trillium La	1		1				1		1		1	None		1		1		1	3	1	1	1		1		Not applicable		1		1		1	
7424	West Shore Dr	1		1			1			1		1	None	1			1		1	3	4	5	2		1				1		1		1	
4804	Hibiscus Ave	1	1			1							N/A	1			1		1	2	4	4	3		1				1		1		1	
4520	Sedum La	1		1			1			1		1		1			1		1	2	4	2	2		1				1		1		1	
4920	Trillium La	1			1	1				1		1	None	1			1	1		1	5	3	2		1			1		Frontage road - drivers go too fast	1		1	
7405	West Shore Dr	1		1			1					1		1			1		1						1				1		1		1	
4512*	Hibiscus Ave	1		1			1					1			1		1	1	4	3	2				1		None		1		1		1	
4904*	Trillium La	1			1		1						We are not aware of any drainage problems		1		1		1	4	2	3	5		1		The only problem we have is highway 100 is very loud. The wall along the frontage road is only 1/2 as high in our area as others.	1		By "traffic issue" I mean the noise from 100 is too high. The wall by our home on the fronage road is much shorter by us than by everyone else. Can this be addressed?	1		1	
4516	Hibiscus Ave	1		1			1			1		1	None	1			1		1	1	5	1	3		1				1		1			1
4821	Larkspur La	1		1			1			1		1	None in front of my house	1			1	1		2	3	5	4	1		All residential streets	There are a number of people who walk in the neighborhood. Now they walk in the street. It would be safer if there were sidewalks.		1		1		1	

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Roadway Lighting Option						Pedestrian Issues				Traffic Management			Construction Updates (Time Senstive) Where to put notices		Email Updates Access to email	
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems	Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues			If yes, where?	Front Door	Other	Yes	No
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No			Yes	No					
4801	Trillium La	1		1			1			1		1	After every rain, or melting snow time, the water pools on the east side of the driveway	1			1		1	3	1	5	4	1		West side of Normandale Rd and either the north or south side of Hibiscus	It is unsafe to walk on either side of Normandale after dark. Sidewalks could separate pedestrians and traffic	1		Normandale Rd just south of 70th St. Excessive traffic speed forces traffic over the newly painted center lines. Traffic does not come to complete stops on W Shore at Hibiscus. Maybe speed limits posted on Normandale and Hibiscus (is it 25 or 30 mph?) Some people think it's more.	1		1	
7201	Monardo La	1			1		1					1	None known. (Too many people rake leaves in fall into streets)		1		1		1						1				1		1		1	
4724	Aspasia Cir	1		1			1			1		1	don't know of any	1			1		1						1				1		1		1	
7461	West Shore Dr	1		1			1				1			1			1	1		4	5	4	4		1				1		1		1	
7404	West Shore Dr	1			1		1						None (roof drain connection comment:"Not sure")	1			1	1		2	3	4	5		1				1		1		1	
7233	Monardo La	1			1			1		1		1	None that we know		1		1		1	3	3	3	3		1				1		1		1	
7220	Monardo La	1		1			1			1		1	None	1		1		1		2	5	4	3		1				1		1		1	
4916	Trillium La	1			1		1					1	Not that I am aware of	1			1		1	4	1	5	3	1		There are none	No sidewalks	1		Normandale - high speeds from 70th to Hibiscus	1		1	
4816	Aspasia La	1			1		1					1			1		1		1	4	3	3	2		1				1		1		1	
4901	Hibiscus Ave	1		1			1				1				1		1								1	(streetlights comment: "No streetlights")			1		1		1	
7228	Monardo La	1		1			1			1		1	None		1		1		1						1				1			Email more efficient	1	
4900	Larkspur La	1			1	1				1		1	None	1			1		1	2	5	4	3		1				1		1		1	
4805	Hibiscus Ave	1			1		1						Water collects at the southeast corner of our house, but the problem seems to be runoff from our house and the neighbor's house, not from the street.	1			1	1		3	5	5	4	1		Hibiscus Ave, south side	West Shore/Hibiscus intersection. Vehicles heading north on West Shore frequently miss the stop sign and drivers heading south assume it is a four way stop.	1		People drive around the curve on Hibiscus too fast as they head toward the frontage road (Normandale). Limited sight lines, so dangerous for pedestrians and bicyclists.	1		1	
7416	West Shore Dr	1		1			1					1		1			1		1	4	3	2	2		1				1		1			1
4720	Aspasia Cir	1	1			1				1		1		1			1	1		1	5	5	3	1		at Normandale Rd off of 70th			1		1		1	
4905	Hibiscus Ave	1		1			1			1		1	None		1		1		1	2	3	5	4		1		Cars drive too fast on Normandale and Hibiscus. Where the turn is seems more like a drag strip	1		Hibiscus is too fast. Close off corner of Hibiscus and Normandale.	1		1	
4909	Aspasia La	1		1			1			1		1	None	1			1		1	2	2	2	5		1			1		High speeds on Normandale Road	1		1	
4821	Aspasia La	1		1			1			1		1	None	1			1		1	3	5	2	4		1				1		1		1	
7221	Monardo La	1		1			1						None	1			1		1	5	2	1	2		1				1		1		1	
4717	Aspasia Cir	1		1			1					1	We are on Aspasia Circle which is high above the area to the west. No problems	1			1		1	2	5	4	2		1	We're on a cul-de-sac (lights comment: "all look relatively new")			1		1		1	
4952	Poppy La	1			1		1					1	None		1		1		1	1	5	1	1		1				1		1		1	
4712	Aspasia Cir	1			1		1			1		1	We do not have any problems of this in our neighborhood		1		1		1	5	2	2	3		1				1		1		1	
4809	Trillium La	1	1				1			1	1			1		1			1	1	5	5	1		1				1		1		1	
4909	Poppy La	1		1			1			1		1	None known (irrigation comment: "we also have a mpa showing system layout.")	1			1	1		1	5	5	1		1				1		1		1	
7425	West Shore Dr	1		1			1					1		1			1	1		1	1	5	3		1				1		1			1
7440	West Shore Dr	1		1			1			1		1	None	1			1	1		1	3	4	5	1		The front yard, along the curb on West Shore Drive	The street is used by MANY people who walk frequently. Sidewalks would greatly enhance pedestrian safety and enjoyment of the neighborhood. We would gladly sacrifice the needed area from our front yard for sidewalks!		1		1		1	
7401	Kellogg Ave	1			1		1			1		1	NA (drain comment: "drain in laundry area")	1			1	1		1	2	5	4		1	NA			1		1		1	
4800	Aspasia La	1		1			1			1		1	none	1			1		1	2	5	4	3		1		none		1		1		1	
7433	West Shore Dr	1	1			1				1			(sump connection comment: "need more information (cost)")	1			1		1						1				1		1		1	
4944	Poppy La	1		1			1		1		1				1		1	1		4					1				1		1			1
7445	West Shore Dr	1	1			1				1		1		1			1		1	3	1	2	5		1				1		1		1	
4501	Sedum La	1		1			1			1		1	There seems to be an underground water leak on the NW corner of Sedum and Kellogg	1			1		1	3	4	1	4		1				1		1		1	
7448	West Shore Dr	1	1			1				1		1	pipe from West Shore to Lake Edina to fill in between our lot and adjacent on Poppy Lane - Water quality is terrible and this ara collects all junk in lake w/	1			1	1		5	1	1	1		1	(streetlights comment: "You could a few along West Shore!")		1		Speed limit - add traffic calming to slow down traffic - especially bad at our address	1	(city extras comment: "But still expect door tags")	1	
4713	Hibiscus Ave	1			1		1					1	Flooding on Hibiscus Ave just west of West Shore Drive - inadequate drains when heavy rains occur	1			1	1		1	2	4	5		1			1		speeding along Hibiscus Ave - high traffic volume in peak hours	1		1	
7429	West Shore Dr	1	1				1			1		1	none		1		1	1			5				1				1		1			1
4721	Aspasia Cir	1		1			1			1		1		1			1	1		2	2	4	5		1				1		1		1	
4800	Trillium La	1		1			1			1	1		No issue	1		1		1		4	5	3	1		1				1		1		1	
7444	West Shore Dr	1		1			1			1		1		1			1	1		5	1	1	5		1				1		1		1	
4905	Lantana La	1		1			1					1	No drainage problems in our neighborhood	1			1		1	5	4	4	1		1		None		1		1		1	
4820	Larkspur La	1			1		1						The area behind my house belongs to the city. In 1986 it filled up and 18" of water came into my basement. The street overflow from Larkspur to this area has not been maintained since 1986 - it needs repair! Standing water all the time		1		1		1	5	1	1	5		1	(streetlights comment: "none")	very very little		1		1		1	
4724	Hibiscus Ave	1	1			1							(question marks on connection questions)		1		1	1		5	3	1	1		1			1		Drivers are not sensitive to speed limits (children in neighborhood are in danger of being hit)	1		1	

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

ADDRESS		Returned Survey	Sump Pump Discharge Service Line: Draintile or Footing Drain Yes	Draintile or Footing Drain No	Draintile or Footing Drain Unkn	Has a Sump Pump Yes	Has a Sump Pump No	Has a Sump Pump Unkn	Willing to Connect to City Drain Yes	Willing to Connect to City Drain No	Willing to Connect Roof Drains Yes	Willing to Connect Roof Drains No	Drainage: Local Drainage Problems Explain	Private Underground Utilities: Irrigation sys. in blvd. Yes	Irrigation sys. in blvd. No	Pet containment system Yes	Pet containment system No	Residential Roadway Lighting Option: Favors Upgrading Street Lights Yes	Favors Upgrading Street Lights No	Preferred Styles: Acorn	Coach	Arlington Lantern	Round Latern	Sidewalk Need Yes	Sidewalk Need No	Pedestrian Issues: Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues	Traffic Management: Yes	Traffic Management: No	If yes, where?	Construction Updates (Time Senstive) Where to put notices: Front Door	Construction Updates (Time Senstive) Where to put notices: Other	Email Updates Access to email: Yes	Email Updates Access to email: No
4812	Larkspur La	1	1			1				1		1	We have a storm sewer that drains to a large field behind our property. The soil around the drain opening has built up over the last 50(?) years and the whole area needs to be dug out and re-graded. There is always standing water and the city isn't able to mow around it so I try with my tractor but it is difficult and somewhat dangerour - thx! (pet containment comment: "will likely install a system in the spring of 2013")		1		1	1		1	3	5	4	1		along the frontage road between 70th street and Lake Edina	People walk and run/jog in this neighborhood and it is dangerous to do so on the frontage road given the volume of traffic. It is really bad when the road curves just before 70th St. (limited visibility for cars/pedestrians)		1		1		1	
4905	Aspasia La	1		1			1			1		1	None that I know about		1		1		1	4	1	4	4		1				1		1		1	
4704	Phlox La	1			1			1		1		1	-	1			1		1						1	-		1		1			1
4812	Trillium La	1		1			1			1		1	None	1			1		1	4	2	3	5		1			1		1		1	
4901	Aspasia La	1		1			1			1		1	At corner of Aspasia Lane and Normandale Rd		1		1		1	1	5	5	1		1		1		Speeds from Aspasia Cir.	1		1		
4900	Aspasia La	1		1			1			1		1			1	1			1	1	4	5	3		1			1		1		1	
4700	Phlox La	1		1			1							1			1	1		2	1	5	4		1			1		1		1	
4704	Hibiscus Ave	1			1		1					1	Intersection of West Shore and Hibiscus floods regularly. Heavy H20 shed down West Shore Drive from north. Ofter 12"-24" depth in intersection to the point it comes up my driveway (4704 Hibiscus)	1			1		1	2	3	3	5		1		See VI below	1		Intersection of West Shore Drive and Hibiscus. Irregular intersection with stop signs only on West Shore. Quite heavy pedestrian traffic and poor visibility. Need stop signs on Hibiscus added.	1		1	
7465	West Shore Dr	1			1	1				1		1			1		1		1						1			1		1		1	
7212	Trillium La	1		1			1			1		1	Water ponds at corner of Trillium and Hibiscus. There is no sewer in the area	1			1		1	2	1	1	1		1			1		1		1		1	
7501	Kellogg Ave	1		1			1			1		1	Corner of 74th (Sedum and Kellogg) Always had water damage and standing water during the winter and summer months (all year long)	1			1	1		2	5	1	3		1	(Street lights comment: "do not have any lights"		1		Speeeding, no direction to say this street is a dead end or slow down signs for children. Very dark on the corner of Sedum and Kellogg 74th-75th street	1		1	
4505	Sedum La	1		1			1			1		1	Water on Sedum lane flows eastward to Kellogg Ave, then South into culdesac, then into Richards gold course to recharge ponds		1		1		1	5	2	3	4		1				1		1			1
4520	Hibiscus Ave	1		1			1							1			1		1	5	3	3	3		1				1		1		
4708	Aspasia Cir	1		1			1						N/A		1		1		1	1	4	2	4		1				1		1		
4913	Larkspur La	1			1		1			1		1	Storm water run-off stands in the street in front of the house (Larkspur Ln)	1			1		1						1				1		1		1	
4913	Trillium La	1		1			1			1		1	None @ my home	1			1		1	1	4	5	3		1			1		Need 4-way stop @ Trillium and Normandale to slow traffic on Normandale.	1		1	
7204	Monardo La	1		1			1			1			(irrigation comment: "But I might be adding one this summer.")		1		1		1	1	5	4	1		1			1			1			1
7213	Trillium La	1		1			1			1		1	None		1		1	1		5	4	1	1	1		Along Normandale Rd feeding into 70th St	There are blind spots for drivers leaving and entering the neighborhood using Normandale Rd, creating a dangerous situation for residents (running, walking, biking) attemption to access the 70th St sidewalks/bike path.	1		Exiting the neighborhood from Normandale Rd to 70th when there are church (RPC) events it can be very difficult to turn left!!!	1		1	
7217	Trillium La	1			1		1					1			1		1	1							1			1			1	1	
4737**	Hibiscus Ave	1			1	1						1	All drians into the lake - no pre-treatment. Lake Edina is poor quality as a result. (roof drain comment: "I would rather have rainwater go onto my lawn")		1		1	1		4	1	2	3	1		one side of street, in ROW	Motorists drive for too fast. Lots of kids play, run, walk, bike, skateboard, scooter, skate, etc. in the street. People walk in the street - streets allow encourage driving fast.	1		Hibiscus Avenue motorists drive far too fast. Also on West Shore. The street is the only way to visit neighbors, but is dangerous for kids and adults. I would favor narrower streets and sidewalks - strongly. sidewalks make better neighborhoods. The large houses in this area are for raising kids - kids live their lives on sidewalks - strollers, playing, running with friends, learning to ride bikes. This is all much more safely done on a sidewalk, not in the street. Our elderly neighbor is always yelling at our kids to get out of the street - where are they supposed to go? Sidewalks help neighbors get along better - encourages community connectedness which is what Edina needs to be a prominent, welcoming inner-ring suburb in the future. It would be most regrettable to not install sidewalks now - just because people are afraid of an assessment. They will last forever. There should be a trail connection this neighborhood to the proposed new nine mile creek trail. When this neighborhood was developed, there was way less car activity. So it made sense then to walk in the street. Now, it no longer makes sense. There is way more traffic than originally planned. If natural, cost effection solution is sidewalks. If sidewalks are not installed no, in 20 years Edina will to it to be a viable inner-ring suburb. Sidewalks will differentiate Edina from outer-ring suburban sprawl and will draw people to our community.	1		1	
4908	Aspasia La	1			1		1						Intersection of Aspasia Lane and Frontage road with leaves occasionally in street drain.		1		1		1						1					1		1		
4717	Hibiscus Ave	1			1		1			1		1	During heavy rain, water collects at the storm drain in front of 4713 Hibiscus. During very heavy rain it rises over the curb and on to the lawns of 4717, 4713 and 4709	1			1								1	(lights comment: "don't care")		1		People using Normandale to Hibiscus to Kellogg to 72nd St as a shortcut or an alternative to 70th. Vehicle speed is sometimes an issue.	1		1	
4812	Hibiscus Ave	1			1		1					1		1			1		1	5	1	1	3					1			1		1	
4916	Poppy La	1			1			1		1		1		1		1		1		3	3	5	4	1		Sidewalks can be added on our side of Poppy Ln. Really need sidewalks on West Shore and Hibiscus, as these are the main routes in/out of the neighborhood.	1) Neighborhood seems to have too few street lights, no street lights near Poppy Ln 2) Need sidewalks in neighborhood for kids to safetly get to 70th street.	1		Intersection of West Shore Drive and Hibiscus is very difficult to see someone coming from east when stopped at stop sign on West Shore headed north.	1		1	

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE

ADDRESS		Returned Survey	Sump Pump Discharge Service Line: Draintile or Footing Drain Yes	Draintile or Footing Drain No	Draintile or Footing Drain Unkn	Has a Sump Pump Yes	Has a Sump Pump No	Has a Sump Pump Unkn	Willing to Connect to City Drain Yes	Willing to Connect to City Drain No	Willing to Connect Roof Drains Yes	Willing to Connect Roof Drains No	Drainage: Local Drainage Problems Explain	Private Underground Utilities: Irriggation sys. in blvd. Yes	Irriggation sys. in blvd. No	Pet containment system Yes	Pet containment system No	Residential Roadway Lighting Option: Favors Upgrading Street Lights Yes	Favors Upgrading Street Lights No	Preferred Styles: Acorn	Coach	Arlington Lantern	Round Latern	Pedestrian Issues: Sidewalk Need Yes	Sidewalk Need No	Construct new sidewalks where?	Specific Neighborhood Pedestrian Issues	Traffic Management		If yes, where?	Construction Updates (Time Senstive) Where to put notices: Front Door	Other	Email Updates Access to email: Yes	No
4708	Phlox La	1	1					1		1		1	Phlox Lane is directly behind West Shore Drive which is a higher elevation - run off from the homes on the west side of West Shore drains into our yard and the homes on each side. Only an occassional problem but it did cause flooding in the 1987 storm.	1			1	1		3	1	1	5		1			1		Cars SPEED along Normandale/Hibiscus and there is no area requiring a stop. The intersection at West Shore and Hibiscus is dangerous as it is a 2 way stop. -A 4 (all) way stop would help.	1			
4903***	Trillium La	1		1			1						We have never had any drainage problem on our property. We are higher on a hill and so do not ever have trouble. We do not know about the rest of the neighborhood.	1			1										None		1				
7216	Monardo La	1		1			1					1		1			1		1		3	5	1	4		1				1			
4512	Sedum La	1			1	1				1		1	None that we are aware of	1		1			1		1	5	1	1		1				1		1	
7417	West Shore Dr	1		1			1			1			No (question mark on roof drains question)	1			1	1			5	5	3	5		1				1		1	
4720	Phlox La	1			1		1							1			1		1		5	2	2	5		1				1		1	
7408	Kellogg Ave	1	1			1				1		1	Water pool at the corner of Kellogg and Hibiscus	1		1			1		5	3	4	4	1					1		1	
4800	Larkspur La	1		1			1			1		1	None		1		1		1		2	4	2	3		1			1			1	
7509	West Shore Dr	1			1		1		1		1		No (question marks on both connection questions)		1		1		1			5				1				1		1	
4904	Aspasia La	1			1		1			1		1	None	1			1	1			3	3	4	4	1		Normandale Road from 70th to Larkspur	The "curve" from 70th to Larkspur is a dangerous spot for pedestrians. No		1			1
4701	Hibiscus Ave	1	1			1				1		1	Dumby rainbarrels, rainwater collects in the road towards the west side of our	1			1	1			1	5	3	1		1	(street lights comment: "We are not in favor of adding more		1		Blind approach and cars do not stop when approaching the intersection from the south on West Shore Drive.		Shady mailbox by garage door	1	
	no address	1			1		1			1		1	We just purchased the house and have never witnessed a rain event	1			1		1		3	4	2	2		1	Just moved in	Unkown, just moved in	1		The intersection of West Shore and Hibiscus is poorly shaped and difficult to determine who got there first,	1		1	
4900	Poppy La	1			1			1				1	Pooling at Poppy Ln and West Shore Drive in cracks at asphalt	1			1	1			5	1	1	1		1					1		1	
4805	Larkspur La	1		1			1			1		1			1		1									1				1		1	
4716	Hibiscus Ave	1			1		1						Unkown - we do not have a problem	1			1		1							1				1		1	
7432	West Shore Dr	1		1			1			1		1	None on property	1			1		1							1				1			1
4517	Hibiscus Ave	1		1			1			1		1	None	1		1		1		4	1	2	5		1				1		1		
4500	Hibiscus Ave	1			1	1				1		1		1			1	1		4	1	3	5		1		It is not a through street and therefore not enough traffic to be concerned about		1			1		
7436	West Shore Dr	1		1			1					1	There is always standing water in the 4700 block of Hibiscus. When there is a (roof drain connection comment: "?"	1			1		1	5	1	5	5		1	Not needed (streetlights comment: "I don't see the	None, except bike riders need to follow the law.		1		All better since Yost street was recone and semiflore added at West Shore Drive	1			1
4808	Trillium La	1		1			1					1	Need more info")	1			1	1				5		5		1	need)			1		People drive down Trillium Ln too fast	1		1	
4521	Sedum La	1			1	1				1		1	None that I am aware of (sump connection comment: "Don't know")		1		1			1	5	1	1		1	(streetlights comment: "We have none")			1			1		
4705	Aspasia Cir	1	1			1				1		1			1		1	1		5	3	3	4		1				1		1		
7240	Monardo La	1			1		1					1	Water pools at end of our driveway, due to it being a low spot, after it rains	1		1			1	5	3	2	4		1				1		1		
4608	Hibiscus Ave	1	1			1				1		1	There are only 4 covers in drains in our intersection (Hibiscus and West Shore)		1		1	1		1	4	2	4		1					1		1	
4916	Lantana La	1		1			1			1		1		1			1		1	1	2	1	1		1					1		1	
4901	Poppy La	1			1			1		1		1			1		1	1		3	4	4	4		1		None - nice quiet neighborhood with no traffic issues		1		The sound barrier by 100 should be higher.	1		1	
7408	West Shore Dr	1			1	1							Not aware of any				1	1		2	5	1	2		1	(streetlights comment: "Don't have any!")			1			1		
4909	Trillium La	1			1		1			1		1	Drains need to be able to filter out pop bottles, etc... that are dropped in and		1		1		1	1	5	1	1		1					1		1	
4801	Larkspur La	1			1		1		1		1		None				1		1							1				1		1	
4908	Larkspur La	1		1			1			1		1	Always a large puddle in street after rain in front of house across from us. The	1			1		1	4	4	1	1		1					1		1	
7409	West Shore Dr	1		1			1			1		1	Water accumulates at corner of West Shore Dr. and Hibiscus Ave in heavy		1		1		1	1	5	1	4		1		None		1			1		
7252	Monardo La	1		1			1			1		1		1			1	1		1	3	5	4		1				1			1	
4800	Hibiscus Ave	1		1			1			1		1			1		1			5	1				1	(streetlights comment: "all 3 nice but Acorn looks like it		1		Little bit of speedway	1		1	
4525	Sedum La	1			1		1			1		1	None	1		1		1		1	3	5	4		1				1			1	
4917	Lantana La	1		1			1				1		None that I know of		1		1		1	2	3	4	4		1	No	Very little traffic in our neighborhood, I don't feel we have issues		1			email	1	
7200	Trillium La	1			1		1					1	Not aware of any surface water drainage problems.	1			1	1				5				1				1			Back door		1
7208	Monardo La	1		2			1			1		1	When snow melts it can pool at the south end of Monardo La. The result is a lot of freeze and than causing road damage and icy roads. Suggest another storm drain on block.		1		1	1		2	5	3	1		1				1		Like the limited use of stop signs on secondary intersections.	1		1	
		141	17	77	48	21	113	7	4	80	9	106		86	55	14	127	47	88	305	371	315	343	12	128			31	110		135		122	17
Surveys Sent	247	57%	7%	31%	19%	9%	46%	3%	2%	32%	4%	43%		35%	22%	6%	51%	19%	36%					5%	52%			13%	45%					
Surveys Returned	141	100%	12%	55%	34%	15%	80%	5%	3%	57%	6%	75%		61%	39%	10%	90%	33%	62%					9%	91%			22%	78%					

*=Letter attached

**=wrote a ton of comments on back of questionnaire

***=moving soon, letter attached

APPENDIX C

Property Owners Questionnaire No. 2

Lake Edina
Neighborhood Roadway Reconstruction

August 17, 2012

Dear Resident:

The Edina City Council recently amended the City's special assessment policy. Under the new policy, property owners will no longer be assessed for sidewalks and street lights.

You were recently asked your opinion of the need for sidewalks and street lights in your neighborhood. Now that you would not be asked to pay for them through a special assessment, your opinion might have changed. Please fill out Resident Questionnaire No. 2 and return it to us in the enclosed envelope by August 24.

If an ordinance is adopted by the Council in October, new utility franchise fees would finance sidewalks, trails and lighting. The proposed franchise fee for a residential utility account is $1.45 per month for both Xcel and CenterPoint customers, for a total of $2.90 per month.

What would be the extent of the street lights funded by utility franchise fees?

If there is strong support for street lights, they would be placed at intersections and potentially mid-block locations. They would replace the existing cobra head lights with decorative lights.

Where would sidewalks be located?

If there is strong support for sidewalks, staff would locate sidewalks along street corridors with the least amount of conflicts with existing features. We would also review how the sidewalks could connect to surrounding amenities of the community.

Other Changes

The special assessment policy was also revised Aug. 6 to:

- Extend repayment period for special assessment from 10 to 15 years.
- Decrease the spread between the interest rate of the City's project financing and what is added to the special assessments that are financed by the City from 2 percent to 1 percent.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Resident Questionnaire No. 2, Return Envelope

Resident Questionnaire No. 2

Lake Edina
Neighborhood Roadway Reconstruction

I. Residential Streetlights:

A. Do you favor upgrading your streetlights?

❒ Yes ❒ No

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Coach:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

Round Lantern:

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

Dislike ❒ ❒ ❒ ❒ ❒ **Like**
1 2 3 4 5

II. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

❒ Yes ❒ No

B. If yes, where? _____

III. Comments:

A. Any additional comments you would like to share about the project?

_____

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by Aug. 24**.

Lake Edina Neighborhood Roadway Reconstruction
Resident Questionnaire #2 Summary as of 9/6/12

Surveys sent: **247** Surveys returned: **130** Return rate: **53%**

I. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **64** No: **62**

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. Please rank even if you answered "No" to I. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.

Average Rating: 2.75

Coach:

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

Average Rating: 3.22

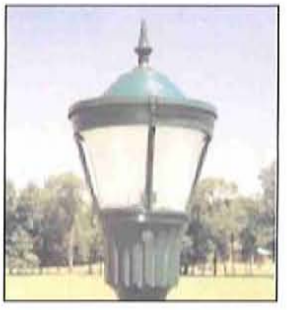
Arlington Lantern:

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.

Average Rating: 3.04

Round Lantern:

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



Average Rating: 3.28

II. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **23** No: **100**

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE No. 2

Data Entered By:
Last Date Data Entered:
Due Date:
Questionnaires Sent Out: 247
Questionnaires Returned: 130
Percent Returned: 53%

ADDRESS		Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues			Comments
			Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need			
House #	Street Name		Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No	Construct new sidewalks where?	
4909	Larkspur La	1	1		1	4	5	1		1		Please upgrade street lights
4800	Aspasia La	1		1	1	5	4	3		1		
7405	Kellogg Ave	1		1						1		
4721	Hibiscus Ave	1	1		5	1	3	2	1		West Shore Dr, Hibiscus Ave & Normandale Blvd	Sidewalks would make our neighborhood safer and more livable! Thank you!!!
4720	Aspasia Cir	1	1		1	5	4	3				
4505	Hibiscus Ave	1		1						1		I am satisfied with existing conditions
7213	Trillium La	1	1		5	3	2	4	1		West Shore, Normandale Rd, and Hibiscus b/w Normandale Rd and W. Shore Dr. These are major roadways used for pedestrians and bikes. These sidewalks could be used to safely have access to the new bike lane and sidewalks along 70th St.	We HATE the 70th St & Normadale Rd intersection, when events are happening at Christ Presbyterian Church (which is often). The increased traffic enter/exiting the church makes it EXTREMELY difficult to exit Normadale Rd onto west bound 70th St. Traffic cops only relieves church parking lot congestion.
7461	West Shore Dr	1	1		5	5	5	5		1		
7240	Monardo La	1		1	4	3	2	5		1		
7424	West Shore Dr	1			5	2	3	4		1		
7233	Monardo La	1		1					1		West Shore from 70th to Hibiscus - Monardo a lot of walkers	
4900	Larkspur La	1		1	2	3	4	4		1		
4812	Larkspur La	1		1	1	5	4	2		1		
4817	Larkspur La	1		1	4	3	1	5				
4508	Sedum La	1		1	1	2	5	3		1		
4700	Trillium La	1		1	1	1	1	1		1		Edina needs to re-assess any costs and non-essentials in this economy. Tax payers are already taxed out and stressed about the ability of Edina government to tax and spend money. Residential street islands of concrete & flowers, etc. Re-naming our many parks and buildings with the names of Edina city government employees without input of its residents is a very sore spot to long term Edina residents and their adult children who constantly used those parks and identify them by their proper original names. How was this ever conceived and accomplished initially and by whom? Perhaps by the concept of "I'll scratch your back if you scratch mine." Thus we have Roseland Park, Hughes pavilion, Kojetin Park, Van Valkenburg Park, ad nauseum. So much for preserving our Edina history and identity.
4700	Aspasia Cir	1	1		3	3	1	5		1		
4712	Hibiscus Ave	1		1						1		

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE No. 2

ADDRESS		Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues			Comments
			Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need			
			Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No	Construct new sidewalks where?	
4900	Poppy La	1		1	4	3	1	1		1		
4808	Aspasia La	1			1	1	1	5				
7425	West Shore Dr	1	1		1	1	4	5		1		
4704	Aspasia Cir	1		1	1	5	2	4		1		
4901	Aspasia La	1			3	5	4	2	1		Normandale Rd from Hibiscus to West 70th	Streetlights comment: "No opinion"
4725	Aspasia Cir	1	1		1	5	4	1		1		
4504	Sedum La	1		1	3	1	2	3		1		While we are not going to be assessed for sidewalks or lights - then we still get hit with a "new utility franchise fee" If the city is going to provide (like other cities) we should not have any fees!!!
4921	Trillium La	1		1						1		I want to see a break down of costs and how the assessed amount is decided.
7505	Kellogg Ave	1		1					1		On Kellogg (East side) to Cornelia School. My kids are grown and out of the house. My neighbors have kids and they are on the street, very unsafe. Talking to the neighbors about sidewalks and nobody wants sidewalks. In fact they are very, very much opposed. So, I am voicing a minority opinion. kids on trikes and bicycles belong on sidewalks not streets. I am for them even if I have to pay for them.	
7412	Kellogg Ave	1	1		3	5	2	1		1		No streetlights on our street, but we would like them. Very dark on our street.
4901	Poppy La	1		1	4	2	2	2		1		Keep costs down to a minimum
7421	Kellogg Ave	1	1		4	1	3	4		1		As mentioned on the front, our neighborhood has very few street lights. This is a safety issue as it is very hard to see walkers/runners at night, particularly since there are no sidewalks other than 70th & Cornelia Dr. (70th to 72nd). Lights should be added not only at intersections but also at mid block locations.
7229	Monardo La	1	1		4	1	2	3	1		On West Shore Drive	streetlights comment: "Do we have streetlights?"
4905	Hibiscus Ave	1	1		3	2	4	5		1		It is a lot of money for new streets
7404	West Shore Dr	1			3	5	5	4		1		
4812	Trillium La	1		1	5	1	5	1		1		It is not in keeping w/ the nature of pedestrian traffic in our neighborhood
4920	Trillium La	1	1		3	5	4	1		1		
4516	Hibiscus Ave	1		1	1	5	5	5		1		
4501	Sedum La	1		1	2	5	3	4		1		
7501	Kellogg Ave	1	1		1	5	3	1		1		
4515	Sedum La	1		1	3	4	3	5	1		Any side of the road will be fine for me.	
4812	Hibiscus Ave	1		1	5	1	1	1		1		
4704	Phlox La	1		1						1		
4908	Poppy La	1	1		1	5	4	1	1			
4505	Sedum La	1		1	5	2	3	4		1		
4813	Larkspur La	1		1	3	2	2	2		1		No sidewalks are needed on Larkspur Lane. No additional lighting is required on Larkspur Lane!
4909	Hibiscus Ave	1		1						1		
4908	Aspasia La	1		1						1		
4936	Poppy La	1	1		2	4	5	3		1		

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE No. 2

ADDRESS		Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues			Comments
			Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need			
			Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No	Construct new sidewalks where?	
7429	West Shore Dr	1		1	2	5	1	1		1		
4517	Sedum La	1	1		3	3	4	5		1		
7213	Monardo La	1	1		1	5	3	3		1		
7433	West Shore Dr	1	1		1	5	3	4		1		
7401	Kellogg Ave	1	1		3	2	5	4		1		
4702	Phlox La	1	1		2	3	5	4		1		
7209	Monardo La	1		1				5		1		
4729	Hibiscus Ave	1		1	1	5	4	2		1		
7408	West Shore Dr	1	1		1	5	2	2		1		
4712	Aspasia Cir	1		1	5	1	3	1		1	We're on a cul de sac	
4820	Larkspur La	1		1	1	1	1	5		1		
4720	Phlox La	1		1						1		If it's not broken - don't fix it!
7225	Monardo La	1	1		2	4	2	5		1		
4952	Poppy La	1		1						1		
4909	Aspasia La	1		1	3	3	2	3		1		
4908	Trillium La	1	1		4	2	4	4	1		Along the frontage road; anywhere else it would work/make sense. Love sidewalks!	Sidewalks & lights would greatly enhance the feel of our neighborhood and property values. A great upgrade at low cost.
7445	West Shore Dr	1	1		5	1	1	5	1		Many walkers walk after dark on W. Shore Drive - We have had concern for their safety. We've lived here since 1965	
4512	Hibiscus Ave	1	1		1	5	4	2		1		I've heard from neighbors that Mr. Houle wants sidewalks everywhere. Though you may be trying to save paper by putting the sidewalk issue on the back, many will not flip the page to see this side so you better not put sidewalks in by assuming that non-responses are "in favor" of them! Everyone I've spoken with on my street "Hibiscus Ave." is AGAINST sidewalks!
4516	Sedum La	1	1		1	2	5	4		1		
4900	Aspasia La	1	1		2	3	5	4	1		Along Normandale Rd from 70th - Hibiscus	
4904	Aspasia La	1	1		3	2	5	4	1		Yes - Normadale frontage foad from 70th Street south along the curves. No - residential streets	
4800	Trillium La	1	1		4	2	5	1		1		Keep homeowners updated weekly on Project Schedule. - hold weekly or monthly neighborhood meetings. 70th street work went way over schedule for time.
4724	Aspasia Cir	1	1		1	1	1	5		1		
4904	Trillium La	1		1	4	2	5	3				
7416	West Shore Dr	1	1		4	2	1	3		1		
4725	Hibiscus Ave	1		1	1	4	1	5		1		Roads are breaking up. We like our house & this area. We lived in our house for fifty years.
4509	Hibiscus Ave	1		1						1		
7453	West Shore Dr	1		1	4	2	2	4		1		
4904	Poppy La	1	1		3	3	3	3		1		
7220	Monardo La	1	1		2	5	4	3		1		Can we clean up the sound wall on Normandale Blvd. I would like to see it replaced or at a minimum painted and the green areas cleaned up.

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE No. 2

ADDRESS		Residential Roadway Lighting Option							Pedestrian Issues			Comments
		Returned Survey	Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	
			Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No		
4704	Hibiscus Ave	1		1	1	2	5	4		1		
7212	Monardo La	1	1		3	5	5	3		1	Except along Frontage Rd. They would be a big help there.	
4757	Hibiscus Ave	1	1			5					Not sure	I would like to have info on burying electric lines as long as we are digging up any way - they are unsightly & somewhat dangerous.
4805	Trillium La	1	1		5	2	2	5	1		Normandale Rd.	
4809	Trillium La	1	1		1	5	1	5		1		
4816	Aspasia La	1		1	5	4	3	1		1		
7208	Trillium La	1		1		1	1	1		1		Currently our neighborhood utility lines our above ground. Should are street lighting be upgraded, who pays for re-routing electric power to the new street lamps?
4912	Poppy La	1		1						1		
4804	Trillium La	1	1		3	5	4	2		1		
4801	Aspasia La	1	1		3	5	3	3		1		
4805	Hibiscus Ave	1	1		5	3	2	4		1		
4808	Trillium La	1	1		1	5	4	2	1		Along the frontage road	
4520	Hibiscus Ave	1		1	5	1	1	1		1		Do Not need sidewalks
4809	Hibiscus Ave	1	1		1	5	4	2	1		Hibiscus Ave. due to lots of traffic and young children in the neighborhood	
4913	Aspasia La	1	1		4	5	2	3		1	Along Normandale Blvd possibly	
7440	West Shore Dr	1	1		4	3	1	5	1		West Shore Drive, Poppy Lane, Hibiscus. All the way along the streets that go around Lake Edina	We have a LOG of walkers in the neighborhood. Sidewalks would be OUTSTANDING! We would gladly give up a huge chunk of our underused front lawn :-)
7204	Monardo La	1		1	1	5	1	1				
4741	Hibiscus Ave	1	1		5	3	1	4	1		Normandale/Frontage Road; Hibiscus Ave; West Shore Drive.	Need bike trail connections! Kids bike to school on busy 70th and sidealks - UGH.
4745	Hibiscus Ave	1	1		5	3	1	5	1			
7417	West Shore Dr	1	1		5	2	2	5		1		Lights yes, sidewalks no
7437	West Shore Dr	1	1		2	3	4	5		1		
7244	Monardo La	1	1		1	1	4	5		1		
4809	Larkspur La	1	1		2	5	4	3	1		Larkspur Lane	
7212	Trillium La	1		1						1		
4705	Aspasia Cir	1	1		5	2	2	4	1		W Shore	
4921	Lantana La	1		1	1	4	4	2		1		I feel my neighborhood is adequately lit, and we have no need for sidwalks. More lights will only cause more light polution.
4909	Lantana La	1		1						1		Reduce the questionnaire to FIT into the return envelope!
4821	Aspasia La	1	1		3	5	5	3		1		
4701	Hibiscus Ave	1		1						1		I do not want any additional costs!
7465	West Shore Dr	1		1						1		
4900	Trillium La	1		1	5	4	3	2		1		
7252	Monardo La	1	1		1	3	5	4		1		
4801	Larkspur La	1	1		3	3	5	4		1		
4500	Hibiscus Ave	1		1	4	1	2	5		1	Absolutely NOT	

LAKE EDINA
NEIGHBORHOOD ROADWAY RECONTRUCTION
RESIDENT QUESTIONNAIRE No. 2

ADDRESS		Residential Roadway Lighting Option							Pedestrian Issues			Comments
		Returned Survey	Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	
			Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No		
4709	Hibiscus Ave	1		1	2	4	1	1		1		The ordinance changes seemed silly & shifty
4825	Larkspur La	1		1						1		
4824	Larkspur La	1	1		3	3	5	5		1		
7449	West Shore Dr	1		1						1		Please watch your spending - we can't afford extras. Eventually we all pay
7221	Monardo La	1	1		3	1	3	3		1		
7457	West Shore Dr	1		1	2	3	4	4	1		West Shore Drive	
7432	West Shore Dr	1		1						1		
7509	West Shore Dr	1		1	3	5	1	5		1		My neighbor's tree block-out the street light which help nothing to see at night. Please remove the branches if you can. Thanks.
7401	West Shore Dr	1		1						1		
7232	Monardo La	1	1		2	3	4	5		1		
7216	Monardo La	1	1		3	5	3	2			West Shore Dr, frontage road (Normandale), Hibiscus	Stop signs going all directions at Dunham Dr & West Shore Drive, stop sign for frontage road at Trillium to slow the traffic down and at Hibiscus at Oaklawn
4905	Aspasia La	1		1	1	2	3	4		1	Lived here since 1987 - don't need them. Stupid idea.	Do not spend any more than absolutely necessary! Please (streetlights comment: "No more lites; save energy, save $.")
4608	Hibiscus Ave	1	1		5	2	1	3	1		Oaklawn - by the pump house @ Cornelia School. This is the street all of the elementary kids use to walk to school. Busy street - very hard to drive when kids on street - not very safe for the kids. No on Hibiscus, my street.	
7428	West Shore Dr	1		1	4	2	2	3		1		
7444	West Shore Dr	1	1		5	4	4	5		1		
4801	Trillium La	1	1		1	1	5	4	1		On the westside of Nromandale Rd to walk safely at night off the roadway.	It would be helpful to post speed limits on Normandale, Hibiscus & West Shore Dr. There are too many people driving too fast. What is the speed limit?
7208	Monardo La	1	1		2	5	4	1		1		
7200	Trillium La	1		1		5				1		I feel the streets, etc. are fine the way they. Everyone we've talked to feel the same way. It will be an unneccessary upheaval , won't accomplish much.
7507	West Shore Dr	1	1		2	3	5	4		1		
		130	**64**	**62**	**291**	**347**	**325**	**351**	**23**	**100**		

Surveys Sent	**247**	53%	26%	25%			9%	40%
Surveys Returned	**130**	100%	49%	48%			18%	77%

APPENDIX D

2013 Neighborhood Roadway Reconstruction Informational Meeting

City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Resident Address Label

2013 Neighborhood Roadway Reconstruction Informational Meeting Reminder

August 8, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.

2013 Neighborhood Roadway Reconstruction Informational Meeting

August 8, 2012

2013 Projects

Mendelssohn – 68 Properties
Braemar Hills B – 35 Properties
St. Patrick's Lane – 10 Properties
Gleason Circle – 8 Properties
Lake Edina – 247 Properties

Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A

Introductions

Engineering Technicians:
Jamie Cynor

Aaron Kuznia

Jeff Frahm

Office Manager
Sharon Allison

Environmental Eng.
Ross Bintner

Asst. City Engineer
Chad Millner

Director of Engineering
Wayne Houle

Process

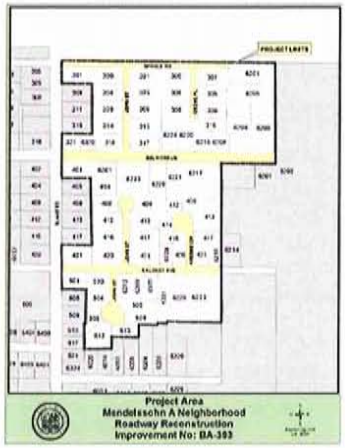
1. Evaluate infrastructure
2. **Informational meeting**
3. Feasibility study
4. Public hearing
5. Council decision
6. Project ordered
7. Planning & bidding
8. Bids awarded
9. Construction begins
10. Final assessment

Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall 2013	Final assessment hearing

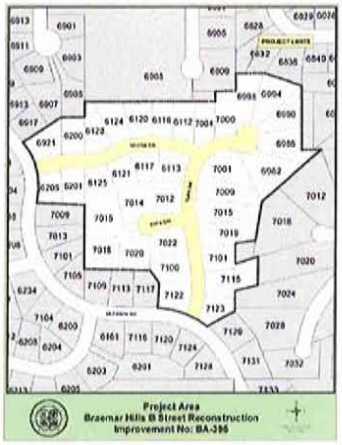
Project Details – Mendelssohn Neighborhood

- 68 Properties
- 1.1 miles of roads
- 16,500 square yards of street pavement
- 9 fire hydrants
- 25 sanitary manholes



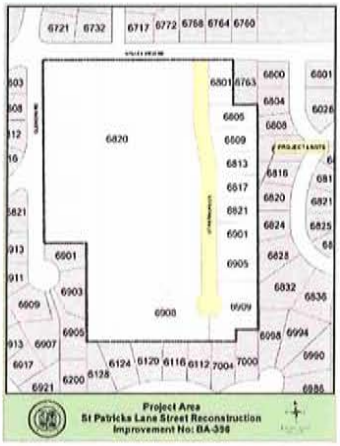
Project Details – Braemar Hills B Neighborhood

- 35 Properties
- 0.4 mile of roads
- 5,600 square yards of street pavement
- 3 fire hydrants
- 13 sanitary manholes



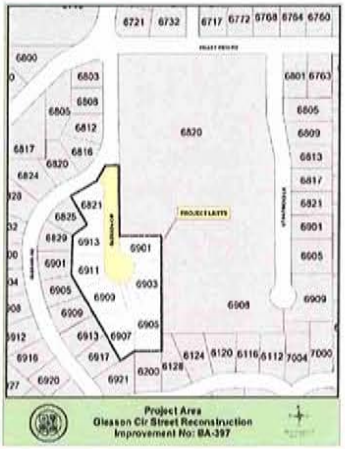
Project Details – St. Patrick's Lane

- 10 Properties
- 0.2 mile of roads
- 2,900 square yards of street pavement
- 3 fire hydrants
- 4 sanitary manholes



Project Details – Gleason Circle

- 8 Properties
- 0.1 mile of roads
- 1,400 square yards of street pavement
- 2 fire hydrants
- 4 sanitary manholes



Project Details – Lake Edina Neighborhood

- 247 Properties
- 3.2 miles of roads
- 48,800 square yards of street pavement
- 26 fire hydrants
- 92 sanitary manholes

Existing Roadway Details

- Majority of streets have curb and gutter

Existing Roadway Details

- Storm water drainage issues
- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way

Existing Roadway Details

- Varied driveway materials.

Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.

What is Included?

- Always included:
  - Roadway – replacing the entire roadbed
  - Curb and gutter – all or pieces
  - Utility upgrades
- Sometimes included:
  - Sump pump drainage system
  - Sidewalks
  - Streetlights
  - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

Questionnaire Results

Neighborhood	% of Questionnaires Returned
Mendelssohn	50% (34 / 68)
Braemar Hills B	69% (24 / 35)
St. Patrick's Lane	70% (7 / 10)
Gleason Circle	38% (3 / 8)
Lake Edina	52% (128 / 247)

Questionnaire results are available.

Proposed Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
  - Sump pump drain pipe in various locations

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Proposed Roadway Improvements

- Spot replacement of curb and gutter
- New roadbed and pavement surface

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Proposed Roadway Improvements

- Spot driveway end replacement

CITY OF EDINA

Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

CITY OF EDINA

Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.

CITY OF EDINA

Funding

- Utility Fund covers 100 percent of:
  - Concrete curb and gutter
  - Sanitary sewer
  - Storm sewer
  - Water main
  - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

CITY OF EDINA

Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.

Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Mendelssohn	$13,200 - $16,200	64.67	16,500	242
Braemar Hills B	$8,000 - $11,000	34.33	5,600	165
St. Patrick's Lane	$9,000 - $12,000	13.10	2,900	205
Gleason Circle	$9,000 - $12,000	7.33	1,400	187
Lake Edina	$10,000 - $13,000	247.40	48,800	197

Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
  1. Pay entire amount upon receiving bill to avoid finance charges
  2. Pay 25 percent; balance rolls to property taxes
  3. Roll entire amount to property taxes
  4. Defer payment if 65 years old or older

What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

What You Can Expect

- Dust, noise and mud.
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.

What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.

CITY OF EDINA

Property Impacts

- Items located within the City's right-of-way may be damaged
  - Private utilities will be repaired if you notify us of them in advance of the project.
  - You can remove plantings and other landscape features before the project.
  - The City will plant sod in the right-of-way after the project is complete.

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Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump drainage options
  - Are there traffic or drainage issues in your neighborhood?

CITY OF EDINA

Communication Tools

- Become a neighborhood captain to help facilitate project communication.
  - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

CITY OF EDINA

City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
  - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.
- Don't delay; sign up at today's meeting!

CITY OF EDINA

How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

CITY OF EDINA

Contact Us

Email:	mail@edinamn.gov
Call:	952-826-0371
Visit:	Engineering Department
	7450 Metro Blvd.

CITY OF EDINA

Thanks for your time!

Questions?

Lake Edina

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
1	Don Anderson	4908 Larkspur Lane
2	CAROLYN DAVIES	7012 TUPA DR.
3	Peter Choukalas	4801 Trillium Lane
4	Scott + Debbie Whipple	7469 West Shore Dr.
5	BILL & RENA BUCKLEY	4811 ASPASIA LANE
6	DALE BOSCH	4909 LANTANA LN
7	Paul & Maxine Hoddam	6205 Spruce Pa
8	MARK HANDERSON	416 KRESST CIR.
9	Leonard Morgan Larson	7204 Monardo Lane
10	MARLENE WENDT	7401 West Shore DR.
11	Kurt Kiddoo	7220 Monardo Lane
12	Mike & Joyce Mullinix	4712 Hibiscus Ave
13	Rich & Sue Windham	6233 Belmore Ln.
14	NATHAN FRANZEN	6216 MALONEY AVE
15	Candice Jackson	6911 Gleason Cir
16	Suzanne Stoltenberg	4813 Larkspur Ln
17	Bob Laedtke	4909 Larkspur Ln
18	Kay Manthe	6201 St. Patrick Lane
19	Don Gorsor	4917 Poppy Lane
20	Clare Sercombe	6112 Scotia Dr Edina
21	Tom Stoltman	6813 St. Patrick Lane
22	Stuart Lind	301 GROVE PLACE EDINA
23	Mia Blanchett	4737 Hibiscus Edina
24	GARY COPLAND	4805 HIBISCUS AVE
25	BILL KAEMMERER	4900 TRILLIUM LANE
26	Nancy Crain	4952 Poppy Lane
27	DENNIS HOGAN III	6204 BELMORE CA.
28		
29		
30		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
31	Tony Hoffman	4501 Sedum Lane
32	Mark Wolf	Church of St. Patrick
33	Steve Ward	421 Blake Road South
34	Carol Kaemmerer	4900 Trillium Lane
35	NEAL LOGAN	4909 HIBISCUS AVENUE
36	CAROL LOGAN	" " "
37	LARRY NICKANDER	4708 ASPASIA CIR
38	Tim Nasby	7408 West Shore Drive
39	TOM LYON	7208 Trillium Lane
40	Ted Volk	6301 Belmore Ln.
41	Barry Rosenthal	6205 Scotia Drive
42	Carol Williams	4724 ASPASIA Circle
43	KEVIN KACHAN	7405 Kellogg
44	Peter Johnson	4805 Trillium
45	AN WELCH	4916 ASPASIA
46	TIM DICK	309 GROVE PLACE
47	Robert Stoutenburgh	7449 W. Shore Dr.
48	Roy O'CONNOR	408 John St.
49	SARAH BENNETT	6229 Belmore Lane
50	Susan Simonton	6229 Maloney Ave
51	Jill Rivard / Bill McGilvray	6224 Belmore LN
52	GREG W. WILSON	6320 BELMORE LN
53	Don Lassen	4805 Aspasia Ln
54	Fern Lassen	" " "
55	Rene Kaether	7208 Monardo Lane
56	B.N. DALY	4521 SEDUM LN.
57		
58		
59		
60		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
61	Paul Way	4705 Aspasia Circle
62	Mary Hamann & Paul	4700 Aspasia Circle.
63	Rosemary Kostick	6508 W Shore Dr.
64	Linda Peterson	4824 LARKSPUR LANE
65	Bob Marshall	305 John St.
66	Blyth Bailey	6113 Scotia DR
67	Brian Hedberg	4913 Trillium Lane
68	Tass von Schmidt-Pauli	6817 St. Patricks Ln
69	Marc Donnelly	6821 St Patricks Lane
70	Mary McDonald	6216 Belmore Ln.
71	Mary Jelinek	513 John St.
72	Peter Dokel	317 John St.
73	Ric Davies	7012 Tupa Dr
74	H.G. Lowell	7805 Kellogg Ave S.
75	JOHN & DE MOSS	4916 HIBISCUS
76	Dan Schleck	7408 Kellogg
77	Bill & Ruth Togstad	4908 Aspasia Lane
78	Catherine Kirchner	4808 Trillium
79	Glenn Perkins	4745 Hibiscus Av
80	[illegible]	4509 Hibiscus ave
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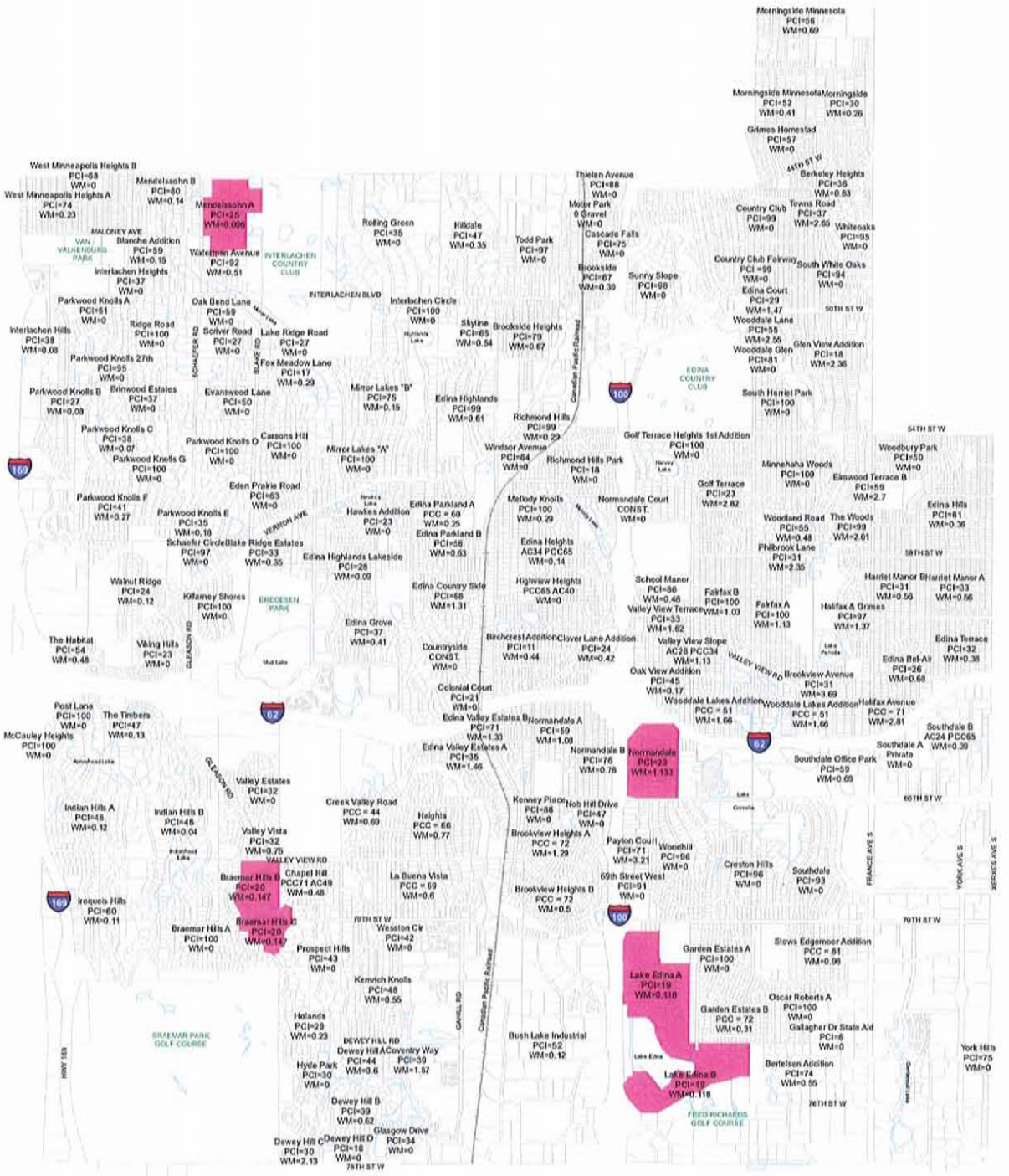
2013 Neighborhood Roadway Improvement Projects
Question and Answer Session from the August 8, 2012 Informational Meeting
Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	Is the Normandale Neighborhood included in 2013 with these projects?	Yes, it is included in the 2013 projects. Due to workload, the City has handed that project off to a consultant.
2	What is the estimated interest rate used as a finance charge for the assessments?	At last Monday's City Council meeting, the assessment policy was amended. Residents are now charged 1% over the interest rate the City can borrow money at. Last year the residents paid a rate of 4.3%.
3	What does it mean to defer an assessment?	If eligible based on age and income, the assessment goes on your property tax statement with interest charges until the property is sold. At that time the buyer and seller will negotiate an agreement for the assessment amount associated with that property.
4	Is sanitary sewer replacement part of this project?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City.
5	Why is the whole road bed replaced rather than doing a mill and overlay?	The street pavement has reached the end of its useful life. A mill and overlay is a maintenance item done to prolong the pavement a few more years. These streets are beyond the point of a mill and overlay. Based on the pavement condition index, it is time for a full street reconstruction.
6	If the street is repaired, will sanitary sewer work be assessed?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City. Any sanitary sewer repairs will be paid from the City's utility fund.
7	What happens to trees in the right-of-way?	The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
8	What about trees where utility work is occurring, are those trees damaged?	Every effort will be made to protect existing trees. There are utility technologies available that limit tree damage from utility work. These technologies would be implemented where feasible. From past experience, tree roots tend to root away from the roadbed due to the type of material and compaction of material under the roadway.
9	Please define what right-of-way means.	Typically the City right-of-way is 60-ft wide. With a typical 30-ft wide street, the City owns the first 15-ft behind the edge of pavement on each side of the street.
10	Are street lights and sidewalks part of the project?	At this time they are not part of the project. The questionnaire results show most people do not want these facilities. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if sidewalk and street lights should be included in the project since those items are no longer assessed.
11	If street lights are part of the project, what happens to the overhead wires?	In a typical street light project, the overhead wires associated with the street lights would be installed underground in a conduit. In most cases the overhead wires are not only power but cable and telephone. Those utility would continue to stay overhead.
12	What was the purpose of the traffic counters located within the projects?	The traffic counters are used to gather traffic volumes on the streets. If an issue was mentioned on the questionnaires, staff than has the necessary data to determine if changes need to be made with traffic related items such as signage and intersection geometry.
13	Is a construction schedule available? When will the contractor be on my street?	The general time frame of construction is April/May to October/November if the projects are approved. After the award of a project, we conduct a pre-construction meeting at which time the contractor must submit a detailed construction schedule. The schedule must include anticipated start and end dates for each phase of the project. That schedule will be transmitted to residents once it becomes available.

14	Will street lights be forced into the project by the City?	At this time they are not part of the project. The questionnaire results show most people do not want street lights. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if street lights should be included in the project since those items are no longer assessed. Staff will consider the questionnaire results before recommending any improvements.
15	Is the assessment based on the parcel identification (PID) number and is there one assessment per PID?	The assessment is based on a REU, residential equivalent unit. Most properties are a 1 REU as shown on the graphics displayed around the room. In some case, corner lots may have a 1/3 or 2/3 REU.
16	Can additional stop signs be added to the project?	To add additional stop signs to a neighborhood, a resident would file a request with the traffic safety coordinator. The coordinator would measure traffic volumes and review other information to determine if additional stop signs are warranted.
17	Can the sound wall along Normandale Blvd be cleaned up as part of the project?	General maintenance to the sounds wall could be done as part of the project. Please fill out comment cards on that issue so we can review during the design process.
18	What is an REU?	An REU is a residential equivalent unit. A single family home is considered a 1 REU.
19	How should I proceed if I intend to replace my private sanitary sewer service?	Depending on the type of technology you plan to use such as open cut or trenchless, it would be beneficial to complete that work prior to the project. If you plan on open cutting the sewer pipe, we can coordinate with the City's contractor to allow your contractor to complete that work right before the street is reclaimed.
20	How does the new franchise fee work and to what extend would street lights be added to these neighborhoods?	The new franchise fee is added to your monthly bill from both Xcel and CenterPoint. The revenues would be used to fund sidewalks, street lights, and other non-motorized transportation projects. If street lights were added to the projects it would most likely be at intersections and maybe mid-block locations. The street lighting system would be more decorative in nature versus trying to light up the entire length of the roadway. The new lights have screening to knock down the light from going upward and towards the homes.
21	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council approves the project, each property would have a pending assessment on it. If you choose to sell your home, as part of the negotiation process the buyer and seller would determine who is responsible for the pending assessment.
22	Why is Interlachen Country Club not assessed as part of the project?	A property can be assessed if the work provides benefit to the property. Interlachen does not gain benefit from the project because it does not have any driveway access from the project area. And some of the Interlachen properties are undevelopable therefore they would not receive benefit from the project.

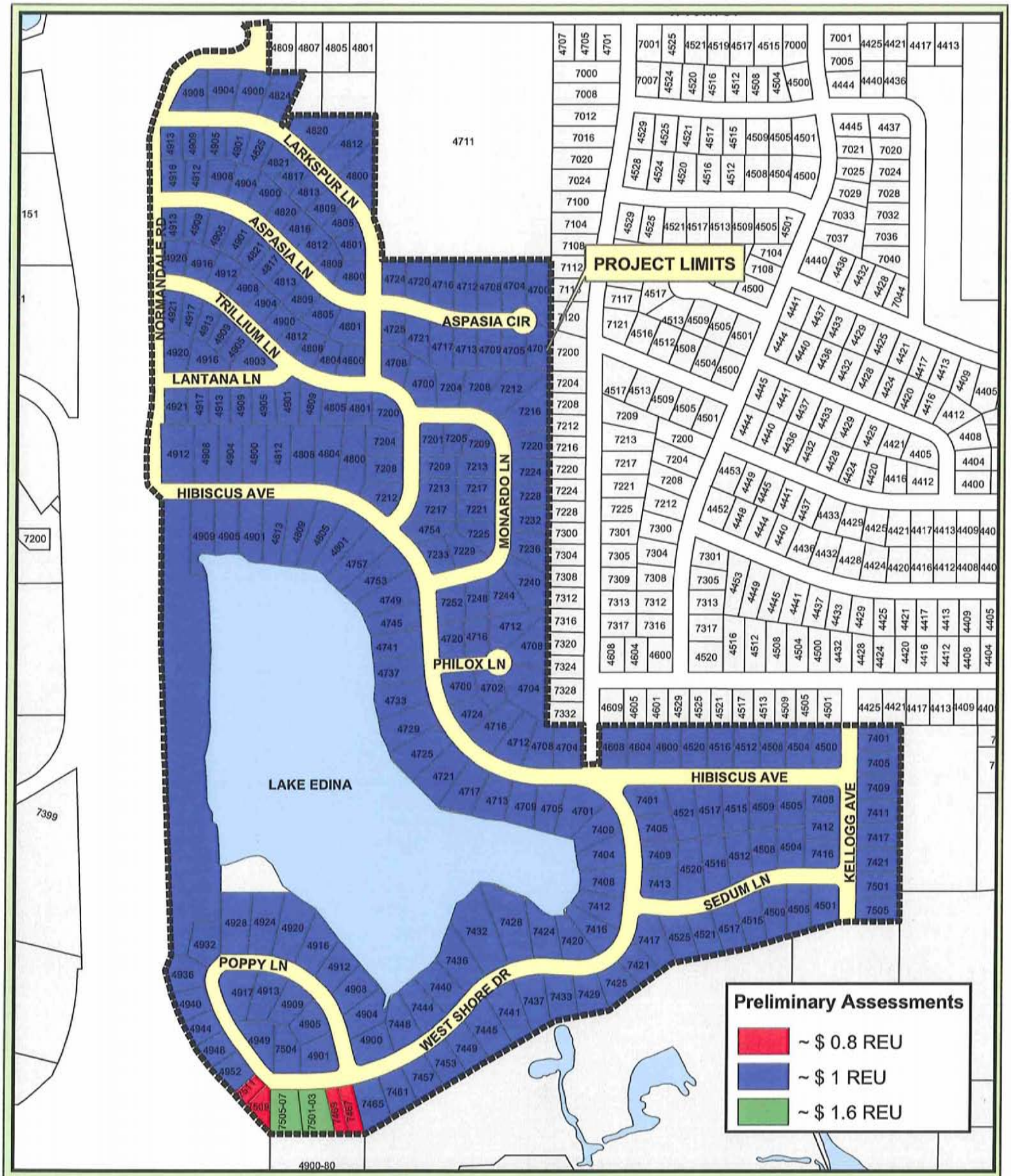
City of Edina
Neighborhood Roadway Reconstruction
Pavement Condition Index and
Watermain Break History



Notes

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



Preliminary Assessments
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398

CITY OF EDINA, MINNESOTA

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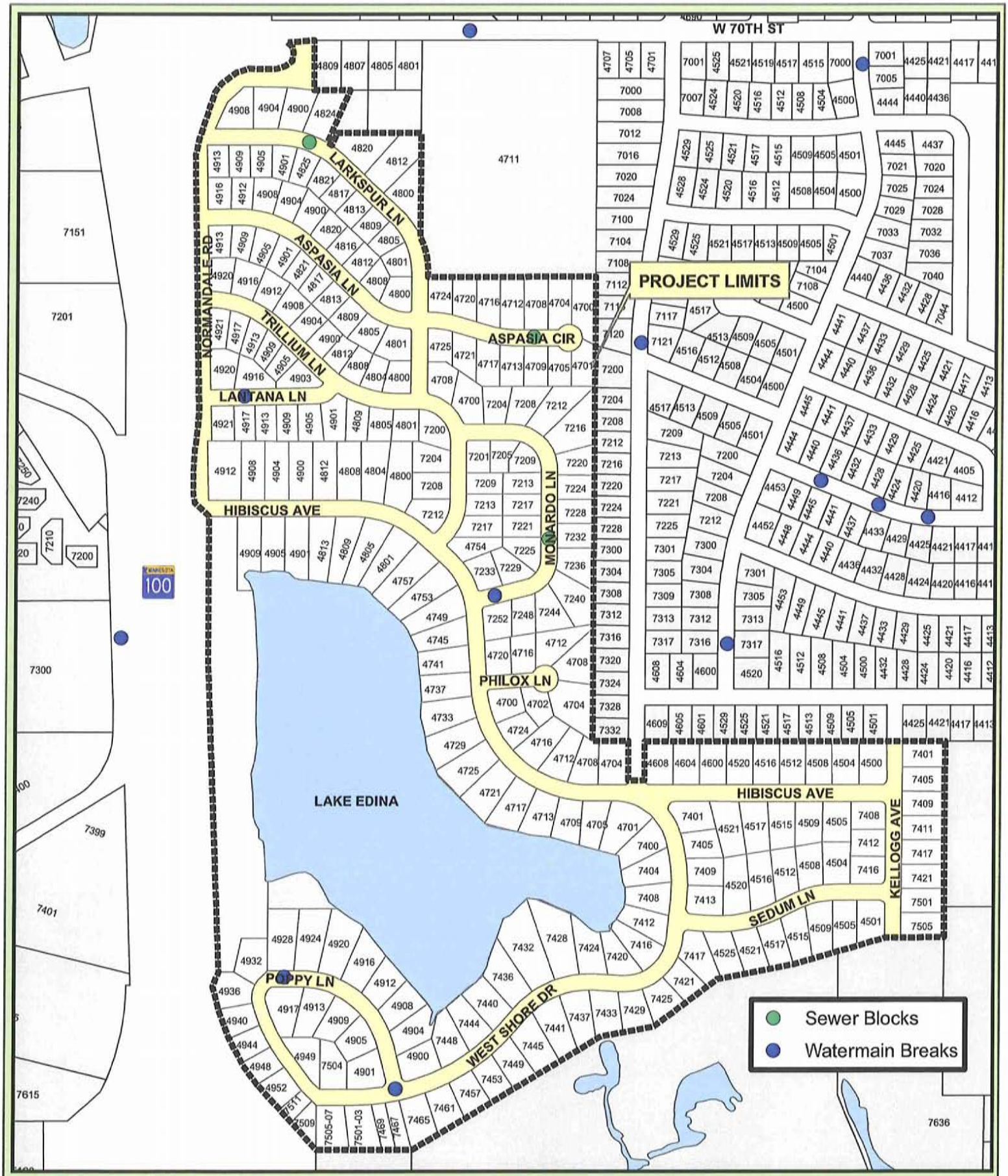
Engineering Dept
July, 2012



Sewer Blocks and Watermain Breaks
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398

CITY OF EDINA, MINNESOTA

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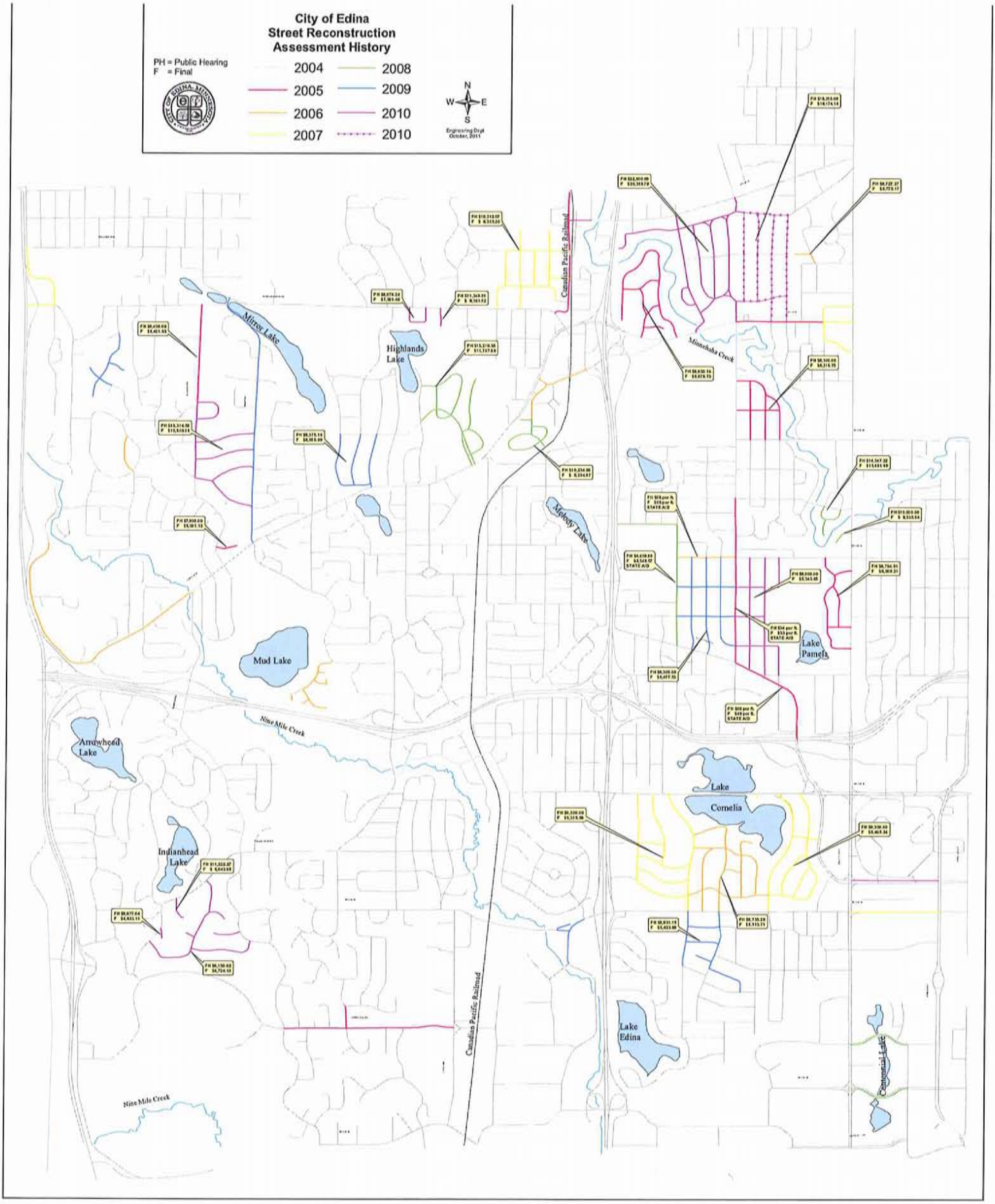
Engineering Dept
August, 2012



2005

Neighborhood	Public Hearing	Final
Halifax and Grimes	$6,784.91	$5,560.21
Schaefer Circle	$7,900.00	$8,001.12
Schaefer Rd	$9,400.00	$9,421.53
South Harriet Park	$6,300.00	$6,216.75
Sunnyslope	$9,630.14	$9,678.73
Valley View Rd- State Aid	$50/ft	$49/ft
Wooddale Ave- State Aid	$34/ft	$33/ft

2006

Neighborhood	Public Hearing	Final
58th Street- State Aid	$68/ft	$68/ft
Bridge Ln & Towns Rd	$9,727.27	$9,775.17
Creston Hills	$9,735.29	$9,513.71
Nine Mile Village	$3,500.00	$3,465.14

2007

Neighborhood	Public Hearing	Final
Southdale	$9,300.00	$8,465.24
Todd Park	$10,312.07	$6,355.20
Woodhill	$9,300.00	$8,315.59

2008

Neighborhood	Public Hearing	Final
Concord Ave- State Aid	$4,400.00	$3,548.57
Edina Highlands	$15,210.55	$11,787.89
Richmond Hills	$10,234.00	$6,294.87
Wood End Dr	$10,000.00	$9,335.04
Woodland Ln & Circle	$14,347.22	$13,491.99

2009

Neighborhood	Public Hearing	Final
Country Club	$22,900.00	$20,389.70
Country Club Fairway	$18,210.00	$16,174.14
Fairfax B	$9,300.00	$6,477.53
Garden Estates A	$8,931.15	$5,423.80
Mirror Lakes A	$9,375.16	$6,088.99

2010

Neighborhood	Public Hearing	Final
Braemar Hills A	$9,150.82	$6,724.13
Bror Road	$9,077.04	$4,833.11
Interlachen Bluff	$11,349.01	$9,361.52
Interlachen Circle	$9,074.24	$7,561.46
Moccasin Valley Road	$11,222.27	$6,643.85
Pamela Park	$9,000.00	$5,343.65
Parkwood Knolls	$13,314.55	$10,800.08

City of Edina Street Reconstruction Assessment History

	Neighborhood	Public Hearing Assessment	Final Assessment
2005	Halifax and Grimes	$6,784.91	$5,560.21
	Schaefer Circle	$7,900.00	$8,001.12
	Schaefer Rd	$9,400.00	$9,421.53
	South Harriet Park	$6,300.00	$6,216.75
	Sunnyslope	$9,630.14	$9,678.73

	Neighborhood	Public Hearing Assessment	Final Assessment
2006	Bridge Ln & Towns Rd	$9,727.27	$9,775.17
	Creston Hills	$9,735.29	$9,513.71
	Nine Mile Village	$3,500.00	$3,465.14

	Neighborhood	Public Hearing Assessment	Final Assessment
2007	Southdale	$9,300.00	$8,465.24
	Todd Park	$10,312.07	$6,355.20
	Woodhill	$9,300.00	$8,315.59

	Neighborhood	Public Hearing Assessment	Final Assessment
2008	Concord Ave- State Aid	$4,400.00	$3,548.57
	Edina Highlands	$15,210.55	$11,787.89
	Richmond Hills	$10,234.00	$6,294.87
	Wood End Dr	$10,000.00	$9,335.04
	Woodland Ln & Circle	$14,347.22	$13,491.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2009	Country Club	$22,900.00	$20,389.70
	Country Club Fairway	$18,210.00	$16,174.14
	Fairfax B	$9,300.00	$6,477.53
	Garden Estates A	$8,931.15	$5,423.80
	Mirror Lakes A	$9,375.16	$6,088.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2010	Braemar Hills A	$9,150.82	$6,724.13
	Bror Road	$9,077.04	$4,833.11
	Interlachen Bluff	$11,349.01	$9,361.52
	Interlachen Circle	$9,074.24	$7,561.46
	Moccasin Valley Road	$11,222.27	$6,643.85
	Pamela Park	$9,000.00	$5,343.65
	Parkwood Knolls	$13,314.55	$10,800.08

APPENDIX E

Preliminary Assessment Role

Pending Assessment Roll
Lake Edina BA-398

	STREET	PID	LOT	BLOCK	HOUSE NO	OWNER	ASSESSABLE REU	ASSESSMENT AMOUNT	NOTES
	Aspasia Cir								
1		3102824220083			4700	Mary Hamann	1.00	$ 12,500.00	
2		3102824220084			4701	Sarah & Douglas Jones	1.00	$ 12,500.00	
3		3102824220010			4704	Velia Melrose	1.00	$ 12,500.00	mailing address: 7100 Metro Blvd #314
4		3102824220013			4705	Sarah & Paul Way	1.00	$ 12,500.00	
5		3102824220009			4708	Vivette & Larry Nickander	1.00	$ 12,500.00	
6		3102824220014			4709	Kimberly & Jakob Sanders	1.00	$ 12,500.00	
7		3102824220008			4712	James & Darcy Hield	1.00	$ 12,500.00	
8		3102824220015			4713	Karen & David Carlson	1.00	$ 12,500.00	
9		3102824220007			4716	Michael & Ann Lynch	1.00	$ 12,500.00	
10		3102824220016			4717	Steven & Priscilla Williams	1.00	$ 12,500.00	
11		3102824220006			4720	Robert & Jennifer Copeland	1.00	$ 12,500.00	
12		3102824220017			4721	N Robert & Catherine Hellerud Trust	1.00	$ 12,500.00	
13		3102824220005			4724	Robert & Carol Williams	1.00	$ 12,500.00	
14		3102824220018			4725	Sean & Heather Goudy	1.00	$ 12,500.00	
	Aspasia La								
15		3102824220041			4800	Vickie & Thomas Mcguire	1.00	$ 12,500.00	
16		3102824220060			4801	Rena & J William Buckley	1.00	$ 12,500.00	
17		3102824220059			4805	Frances & Donald Lamm	1.00	$ 12,500.00	
18		3102824220042			4808	Athena Togas	1.00	$ 12,500.00	
19		3102824220058			4809	Rolf & Megan Simonson	1.00	$ 12,500.00	
20		3102824220043			4812	Peggy & Donald Comb	1.00	$ 12,500.00	
21		3102824220057			4813	Robert & Courtney Kirscht	1.00	$ 12,500.00	
22		3102824220044			4816	Robin Phillips & David Miller	1.00	$ 12,500.00	
23		3102824220056			4817	Timothy & Shanna Hawkinson	1.00	$ 12,500.00	
24		3102824220045			4820	Stacie Sanders-Borst & Jeffrey Borst	1.00	$ 12,500.00	
25		3102824220055			4821	Steve & Georgia George	1.00	$ 12,500.00	
26		3102824220046			4900	Paul & Mary Hughes	1.00	$ 12,500.00	
27		3102824220054			4901	Todd & Charlene Auld	1.00	$ 12,500.00	
28		3102824220047			4904	Rachel Riensche	1.00	$ 12,500.00	
29		3102824220053			4905	Sharla & Philip Nyvall	1.00	$ 12,500.00	
30		3102824220048			4908	William & Ruth Togstad	1.00	$ 12,500.00	
31		3102824220052			4909	Gerald Lundeen	1.00	$ 12,500.00	
32		3102824220049			4912	Miriam Goldberg	1.00	$ 12,500.00	
33		3102824220051			4913	Trisha Larson Mccabe	1.00	$ 12,500.00	
34		3102824220050			4916	Pamela & Michael Welch	1.00	$ 12,500.00	
	Hibiscus Ave								
35		3102824310027			4500	Patricia & Mark Ahern	1.00	$ 12,500.00	
36		3102824310026			4504	Rebecca & Doyle Young	1.00	$ 12,500.00	
37		3102824310032			4505	Nora Lee & Charles Drees	1.00	$ 12,500.00	
38		3102824310025			4508	Constance Hall	1.00	$ 12,500.00	
39		3102824310031			4509	Dwight & Deloris Lindquist	1.00	$ 12,500.00	
40		3102824310024			4512	Thomas & Marie Sullivan	1.00	$ 12,500.00	
41		3102824310030			4515	Sheryl & James Skulley	1.00	$ 12,500.00	
42		3102824310023			4516	Richard & Betty Jensen	1.00	$ 12,500.00	
43		3102824310029			4517	John & Deborah Wagner	1.00	$ 12,500.00	
44		3102824310022			4520	John & Carol Kuntz/Trust	1.00	$ 12,500.00	
45		3102824310028			4521	Joseph Klos	1.00	$ 12,500.00	
46		3102824310021			4600	Kirstin & Gary Perkins	1.00	$ 12,500.00	
47		3102824310020			4604	Patricia & Alan Grazzini	1.00	$ 12,500.00	
48		3102824310019			4608	Jean & James Domke	1.00	$ 12,500.00	
49		3102824310003			4701	Margie & David Born	1.00	$ 12,500.00	
50		3102824310001			4704	Peter Smead	1.00	$ 12,500.00	

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51		3102824310002			4705	Paul & Naomi Thomsen	1.00	$	12,500.00	
52		3102824320003			4708	Robert & Elizabeth Horstman	1.00	$	12,500.00	
53		3102824320008			4709	Edward Suttle	1.00	$	12,500.00	
54		3102824320002			4712	Joyce & H Michael Mullinix	1.00	$	12,500.00	
55		3102824320007			4713	Greer & Douglas Hawkins	1.00	$	12,500.00	
56		3102824320001			4716	Mary & John Demoss	1.00	$	12,500.00	
57		3102824320006			4717	Herbert & Diane Lefler	1.00	$	12,500.00	
58		3102824320005			4721	Paul & Elizabeth Rosenthal	1.00	$	12,500.00	
59		3102824230055			4724	Karen Anderson	1.00	$	12,500.00	
60		3102824320004			4725	Vernon Heath	1.00	$	12,500.00	
61		3102824230070			4729	David & Angela Buyse	1.00	$	12,500.00	
62		3102824230069			4733	William & Susan Webb	1.00	$	12,500.00	
63		3102824230068			4737	Neal & Mia Blanchett	1.00	$	12,500.00	
64		3102824230067			4741	Abigail Nesbitt	1.00	$	12,500.00	
65		3102824230066			4745	William & Lee Nesbitt	1.00	$	12,500.00	
66		3102824230065			4749	Glenn & Barbara Perkins	1.00	$	12,500.00	
67		3102824230064			4753	Sonny Adams & Mary Hoover	1.00	$	12,500.00	
68		3102824230031			4754	Michelle & Joseph Witchger	1.00	$	12,500.00	
69		3102824230063			4757	Lynda & James Mader	1.00	$	12,500.00	
70		3102824230017			4800	Raymond & Lynne Gryga	1.00	$	12,500.00	
71		3102824230062			4801	Daniel & Amy Hare	1.00	$	12,500.00	
72		3102824230016			4804	Grace & Donald Pierce	1.00	$	12,500.00	
73		3102824230061			4805	Lucia & Gary Copland	1.00	$	12,500.00	
74		3102824230015			4808	Lynn Swon & John Swon Iii	1.00	$	12,500.00	
75		3102824230060			4809	Delores Anderson	1.00	$	12,500.00	mailing address: 9730 98th Pl N, Maple Grove MN 55369
76		3102824230014			4812	Ofer & Naomi Zeitouni	1.00	$	12,500.00	
77		3102824230059			4813	Jinnet Fowles C/O Jan Delcalizo	1.00	$	12,500.00	mailing address: 4844 Aldrich Ave S, Mpls MN 55419
78		3102824230013			4900	John & Janis Merrill	1.00	$	12,500.00	
79		3102824230058			4901	Turkan & Naip Tuna	1.00	$	12,500.00	
80		3102824230012			4904	Roger Christensen & Kristine Eide-Christensen	1.00	$	12,500.00	
81		3102824230057			4905	Rick Hammond	1.00	$	12,500.00	
82		3102824230011			4908	Nancy & Harry Lichy	1.00	$	12,500.00	
83		3102824230056			4909	Carol Logan	1.00	$	12,500.00	
84		3102824230010			4912	Meredith & Eric Wold	1.00	$	12,500.00	
	Kellogg Ave									
85		3102824310048			7401	Sandra & James Petersen	1.00	$	12,500.00	
86		3102824310049			7405	Mary & Kevin Kachan	1.00	$	12,500.00	
87		3102824310033			7408	Laura & Daniel Schleck	1.00	$	12,500.00	
88		3102824310050			7409	Karen Houle & James Dow	1.00	$	12,500.00	
89		3102824310051			7411	William Brauer Jr & Julie Brauer	1.00	$	12,500.00	
90		3102824310034			7412	Marcy & David Camarotto	1.00	$	12,500.00	
91		3102824310035			7416	Thomas & Laura Berzinski	1.00	$	12,500.00	
92		3102824310052			7417	Kelly & Cynthia Coughlin	1.00	$	12,500.00	
93		3102824310053			7421	Thomas & Michelle Terwilliger	1.00	$	12,500.00	
94		3102824310054			7501	Rosemary & Arthur Janousek	1.00	$	12,500.00	
95		3102824310055			7505	Marcia & Arthur Lowell	1.00	$	12,500.00	
	Lantana La									
96		3102824230006			4901	Patti Solheim	1.00	$	12,500.00	
97		3102824230005			4905	Hugh & Ella Haman	1.00	$	12,500.00	
98		3102824230004			4909	Dale & Carol Bosch	1.00	$	12,500.00	
99		3102824230003			4913	William & Claire Gernbacher	1.00	$	12,500.00	
100		3102824220077			4916	Suzanne & Paul Murakami	1.00	$	12,500.00	
101		3102824230002			4917	Susan & Daniel Brown	1.00	$	12,500.00	
102		3102824220078			4920	Jennifer Schoenacker	1.00	$	12,500.00	
103		3102824230001			4921	Li Juan Tan & Han Qiang Guan	1.00	$	12,500.00	
	Larkspur La									

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104		3102824220081			4800	Glen & Marilyn Person and Dale & Kristi Mensch	1.00	$ 12,500.00	mailing address: 6821 Basswood Rd #34, Eden Prairie MN 55344
105		3102824220040			4801	Kathryn & Daniel Farley	1.00	$ 12,500.00	
106		3102824220039			4805	Irene & Adrian Anderson	1.00	$ 12,500.00	
107		3102824220038			4809	Rebecca & Charles Heikenen	1.00	$ 12,500.00	
108		3102824220080			4812	Stephen & Kimberly Griffiths	1.00	$ 12,500.00	
109		3102824220037			4813	Suzanne & Barry Stoltenberg	1.00	$ 12,500.00	
110		3102824220036			4817	Julie & Daniel Baron	1.00	$ 12,500.00	
111		3102824220079			4820	Kathleen Amlaw	1.00	$ 12,500.00	mailing address: 5140 102nd St W, Bloomington MN 55438
112		3102824220035			4821	Margaret Garrett	1.00	$ 12,500.00	
113		3102824220023			4824	Linda Petersen	1.00	$ 12,500.00	
114		3102824220034			4825	Michael Zamyslowski	1.00	$ 12,500.00	
115		3102824220024			4900	John & Joan Adams	1.00	$ 12,500.00	
116		3102824220033			4901	Hilan Giese	1.00	$ 12,500.00	
117		3102824220025			4904	Erica & Douglas Wattson	1.00	$ 12,500.00	
118		3102824220032			4905	Steven Koenig	1.00	$ 12,500.00	
119		3102824220026			4908	Joanne & Donald Anderson	1.00	$ 12,500.00	
120		3102824220031			4909	Robert & Kathy Laedtke	1.00	$ 12,500.00	
121		3102824220030			4913	Neerada Jacob & Josy Mathew	1.00	$ 12,500.00	
	Monardo La								
122		3102824230022			7201	Virginia & Jon Dixon	1.00	$ 12,500.00	
123		3102824230035			7204	Leonard Larson Jr	1.00	$ 12,500.00	
124		3102824230023			7205	Grayce Muske	1.00	$ 12,500.00	
125		3102824230036			7208	Renee Raether	1.00	$ 12,500.00	
126		3102824230024			7209	Sally & Richard Ellis	1.00	$ 12,500.00	
127		3102824230037			7212	William & Judith Rieckhoff	1.00	$ 12,500.00	
128		3102824230025			7213	Valerie & Mark Eckstein	1.00	$ 12,500.00	
129		3102824230038			7216	Eric & Anne Marie Johnson	1.00	$ 12,500.00	
130		3102824230026			7217	Douglas & Sarah Jones	1.00	$ 12,500.00	
131		3102824230039			7220	Kurt Kiddoo & Julia Squires-Kiddoo	1.00	$ 12,500.00	
132		3102824230027			7221	Terrence & Divine Thomas	1.00	$ 12,500.00	
133		3102824230040			7224	Pam & Gene Moody	1.00	$ 12,500.00	
134		3102824230028			7225	Susan & James Anderson	1.00	$ 12,500.00	
135		3102824230041			7228	John Brost & Amy Anderson	1.00	$ 12,500.00	
136		3102824230029			7229	Thomas Randall	1.00	$ 12,500.00	
137		3102824230042			7232	Michael & Kristin Welbaum	1.00	$ 12,500.00	
138		3102824230030			7233	William & Lesley Bassett	1.00	$ 12,500.00	
139		3102824230043			7236	Matthew & Julie Baker	1.00	$ 12,500.00	
140		3102824230044			7240	Richard Raming Jr & Ginna Raming	1.00	$ 12,500.00	
141		3102824230045			7244	Martha & Glenn Fronheiser	1.00	$ 12,500.00	
142		3102824230046			7248	Donald & Christine Blue	1.00	$ 12,500.00	
143		3102824230047			7252	Thomas Brink & Gretchen Schellhas	1.00	$ 12,500.00	
	Philox La								
144		3102824230054			4700	Scott & Julie Anderson	1.00	$ 12,500.00	
145		3102824230053			4702	Richard & Cathy Clarke	1.00	$ 12,500.00	
146		3102824230052			4704	Vera & Sheldon Reed	1.00	$ 12,500.00	
147		3102824230051			4708	Joann & Dean Rafferty/Trustee	1.00	$ 12,500.00	
148		3102824230050			4712	Valerie & Earl Dunham	1.00	$ 12,500.00	
149		3102824230049			4716	Jean & James Faklis	1.00	$ 12,500.00	
150		3102824230048			4720	James Cardle	1.00	$ 12,500.00	
	Poppy La								
151		3102824320018			4900	Paul & Catherine Kibbe	1.00	$ 12,500.00	
152		3102824320027			4901	Linda & Henry Berman	1.00	$ 12,500.00	
153		3102824320017			4904	Reid & Anne Lindquist	1.00	$ 12,500.00	
154		3102824320026			4905	William & Danielle Fitzsimmons	1.00	$ 12,500.00	
155		3102824320016			4908	Fred & Christa Neff	1.00	$ 12,500.00	
156		3102824320025			4909	Ronald & Lori Lee	1.00	$ 12,500.00	

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157		3102824320015			4912	Michelle F P Yue	1.00	$ 12,500.00	
158		3102824320024			4913	Thomas & Deborah Ratelle	1.00	$ 12,500.00	
159		3102824320014			4916	Erika Quam-Perry & Eric Perry	1.00	$ 12,500.00	
160		3102824320044			4917	Lynne Wilson & Daniel Gonsior	1.00	$ 12,500.00	
161		3102824320013			4920	William & Karen Doll	1.00	$ 12,500.00	
162		3102824320012			4924	Man Young Yue & Lam Suk Yuen	1.00	$ 12,500.00	
163		3102824320011			4928	Samuel Ka-Sheng Yue	1.00	$ 12,500.00	
164		3102824320038			4932	Gary & Denise Wood	1.00	$ 12,500.00	
165		3102824320039			4936	Bette Anderson	1.00	$ 12,500.00	
166		3102824320040			4940	Pan Dajian & Cai Danling	1.00	$ 12,500.00	
167		3102824320046			4944	Nabila & Mohamed Khaleel	1.00	$ 12,500.00	
168		3102824320047			4948	James Scattergood	1.00	$ 12,500.00	
169		3102824320045			4949	Scott & Julia Bretey	1.00	$ 12,500.00	
170		3102824320048			4952	Timothy & Nancy Crain	1.00	$ 12,500.00	
	Sedum La								
171		3102824310047			4501	Thomas & Lorna Hoffmann	1.00	$ 12,500.00	
172		3102824310036			4504	Victoria & Dennis Withers	1.00	$ 12,500.00	
173		3102824310046			4505	Kenneth & Barbara Luther	1.00	$ 12,500.00	
174		3102824310037			4508	William Russell	1.00	$ 12,500.00	
175		3102824310045			4509	James Hefferan	1.00	$ 12,500.00	
176		3102824310038			4512	Jeffrey & Elizabeth Couchman	1.00	$ 12,500.00	
177		3102824310044			4515	Mamadou & Kathy Diaby	1.00	$ 12,500.00	
178		3102824310039			4516	John & Janice Velgersdyk	1.00	$ 12,500.00	
179		3102824310043			4517	Nancy & Michael Teasdale	1.00	$ 12,500.00	
180		3102824310040			4520	Sandra & Barton Epstein	1.00	$ 12,500.00	
181		3102824310042			4521	Mitchael & Bernadette Daly	1.00	$ 12,500.00	
182		3102824310041			4525	Patricia & John Stang	1.00	$ 12,500.00	
	Trillium La								
183		3102824230071			4700	Delette Hendrickson	1.00	$ 12,500.00	
184		3102824220082			4708	Shannon & John Sieve	1.00	$ 12,500.00	
185		3102824220061			4800	Susan & Dwayne Kanne	1.00	$ 12,500.00	
186		3102824230009			4801	Peter & Beth Choukalas	1.00	$ 12,500.00	
187		3102824220062			4804	Mary & Donald Mcnaught	1.00	$ 12,500.00	
188		3102824230008			4805	Jean Silas	1.00	$ 12,500.00	
189		3102824220063			4808	John & Catherine Kirchner	1.00	$ 12,500.00	
190		3102824230007			4809	Deborah Mcneil-Mackay & Colin Mackay	1.00	$ 12,500.00	
191		3102824220064			4812	Sharon & Leigh Mazion	1.00	$ 12,500.00	
192		3102824220065			4900	William Kaemmerer Iii & Carol Kaemmerer	1.00	$ 12,500.00	
193		3102824220076			4903	Susan & Ralph Laiderman	1.00	$ 12,500.00	
194		3102824220066			4904	Michael Vossen	1.00	$ 12,500.00	
195		3102824220075			4905	Ryan Archer	1.00	$ 12,500.00	
196		3102824220067			4908	Fred Adiyia & Colleen Davenport	1.00	$ 12,500.00	
197		3102824220074			4909	Andy Poncius	1.00	$ 12,500.00	
198		3102824220068			4912	Lawrence & June Thompson	1.00	$ 12,500.00	
199		3102824220073			4913	Lori & Brian Hedberg	1.00	$ 12,500.00	
200		3102824220069			4916	Curtis & Annette Cullison	1.00	$ 12,500.00	
201		3102824220072			4917	Kenneth Trones	1.00	$ 12,500.00	
202		3102824220070			4920	Kim & Karl Poncius	1.00	$ 12,500.00	
203		3102824220071			4921	Julie Ann & Gary Freie	1.00	$ 12,500.00	
204		3102824230021			7200	Marylin & Lowell Wigdahl	1.00	$ 12,500.00	
205		3102824230020			7204	Lisa & Joe Wang	1.00	$ 12,500.00	
206		3102824230019			7208	Thomas & Gay Lyon	1.00	$ 12,500.00	
207		3102824230034			7209	Mary Granquist	1.00	$ 12,500.00	
208		3102824230018			7212	Kelley & Charles Wojack	1.00	$ 12,500.00	
209		3102824230033			7213	Michael & Jeanine Roddy	1.00	$ 12,500.00	
210		3102824230032			7217	Paul Linstroth	1.00	$ 12,500.00	

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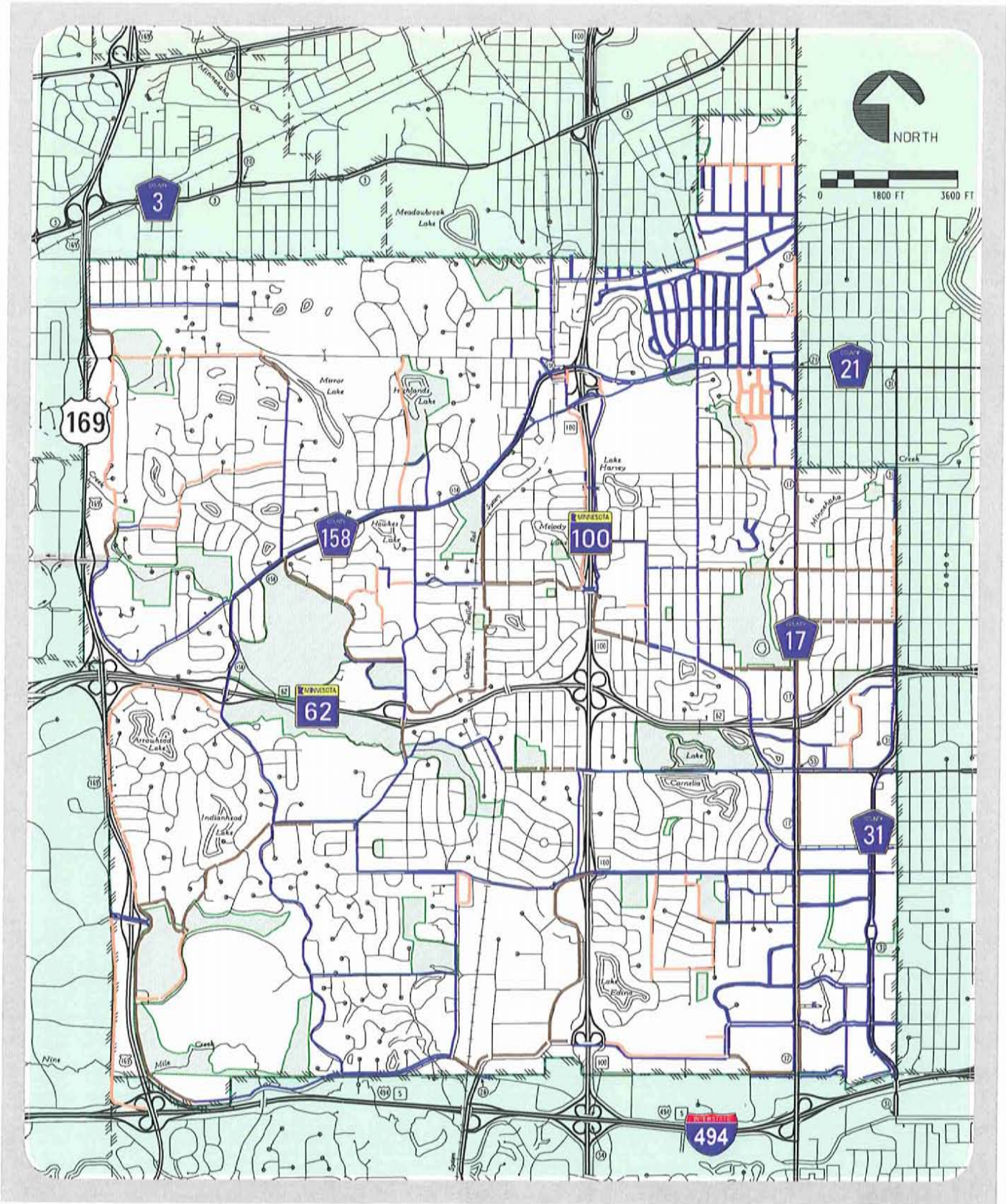
	West Shore Dr								
211		3102824310009			7400	Veula Possis	1.00	$	12,500.00
212		3102824310018			7401	Marlene & Alfred Wendt	1.00	$	12,500.00
213		3102824310008			7404	Dean Mathews/Trustee	1.00	$	12,500.00
214		3102824310017			7405	Thomas & Joan Madsen	1.00	$	12,500.00
215		3102824310007			7408	Timothy & Kristi Nasby	1.00	$	12,500.00
216		3102824310016			7409	Robert & H Elaine Buzby	1.00	$	12,500.00
217		3102824310006			7412	Thomas & Linda Bracken Trustee	1.00	$	12,500.00
218		3102824310015			7413	Robert Krutz	1.00	$	12,500.00
219		3102824310005			7416	Gretchen Salyards	1.00	$	12,500.00
220		3102824310014			7417	John Berg	1.00	$	12,500.00
221		3102824310004			7420	Timothy & Kim Dulas	1.00	$	12,500.00
222		3102824310013			7421	Sara & Derek Johnson	1.00	$	12,500.00
223		3102824320023			7424	Nancy & Geoffrey London	1.00	$	12,500.00
224		3102824310012			7425	Philip & Audrey Sherry	1.00	$	12,500.00
225		3102824320022			7428	Margaret & Kenneth Hodges	1.00	$	12,500.00
226		3102824310011			7429	Ann Benson	1.00	$	12,500.00
227		3102824320021			7432	Lionelm & Jo-Ann Blatchley	1.00	$	12,500.00
228		3102824310010			7433	Cosette & Brian Decesare	1.00	$	12,500.00
229		3102824320020			7436	Peter Moe & Christine De Moss Moe	1.00	$	12,500.00
230		3102824320034			7437	Kostadena & Dean Tortorelis	1.00	$	12,500.00
231		3102824320019			7440	Timothy & Kristin Gibbs	1.00	$	12,500.00
232		3102824320033			7441	William Hanson	1.00	$	12,500.00
233		3102824320035			7444	Thomas & Cheryl Cooper	1.00	$	12,500.00
234		3102824320032			7445	Paul & Marilyn Jensen	1.00	$	12,500.00
235		3102824320036			7448	Marcia & Barry Morgan	1.00	$	12,500.00
236		3102824320031			7449	Sarah & Joseph Stoutenburgh	1.00	$	12,500.00
237		3102824320030			7453	Diana & David Hellerman	1.00	$	12,500.00
238		3102824320029			7457	William Hanson Jr & Felicity Hanson	1.00	$	12,500.00
239		3102824330002			7461	Renee & Nick Hunzelman	1.00	$	12,500.00
240		3102824330001			7465	Susan & Douglas Rachko	1.00	$	12,500.00
241		3102824330027			7467	Patrice & David Darrell	0.80	$	10,000.00
242		3102824330026			7469	Scott & Debora Whipple	0.80	$	10,000.00
243		3102824330007			7501-03	Carl & Alice Olson	1.60	$	20,000.00
244		3102824320028			7504	Eugene & Betty Connors	1.00	$	12,500.00
245		3102824330024			7505-07	Nicole & Joseph Hulbert	1.60	$	20,000.00
246		3102824330023			7509	Lilian Wai-Kwan Choi	0.80	$	10,000.00
247		3102824330022			7511	Angela Overlin	0.80	$	10,000.00

PRELIMINARY TOTAL COST	$	3,092,500.00
TOTAL ASSESSMENT REU		247.40
AVERAGE COST PER REU	$	12,500.00

Note: 11/7/12 total cost changed by SA per CM.

APPENDIX F

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)



LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

Note: Park Pathways are included on Figure 7.11

City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

Date Printed: 10/22/2008
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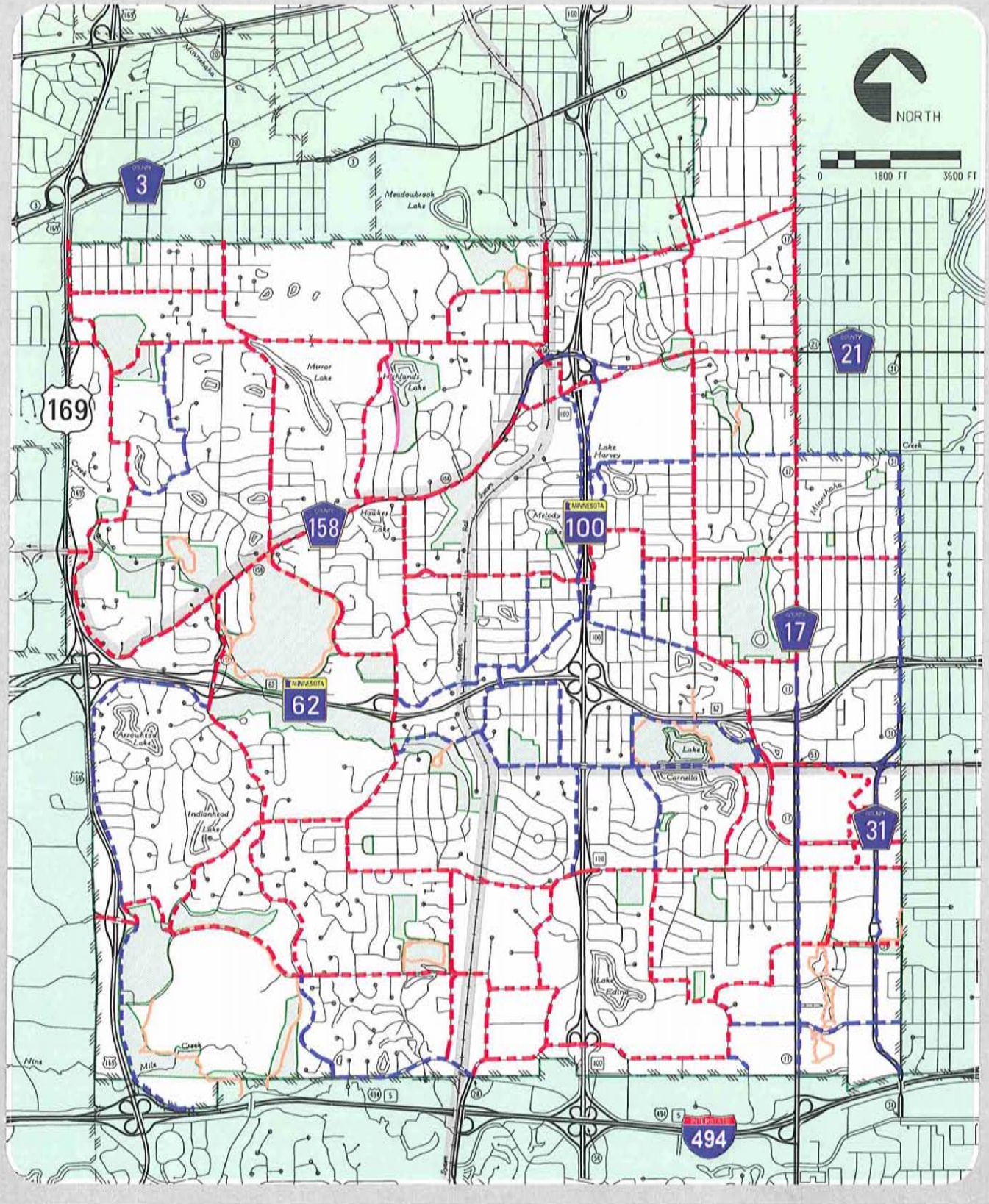


LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- Proposed Park Pathway

From the 2007 Edina Comprehensive Bicycle Transportation Plan

- Primary Route
- Secondary Route

City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

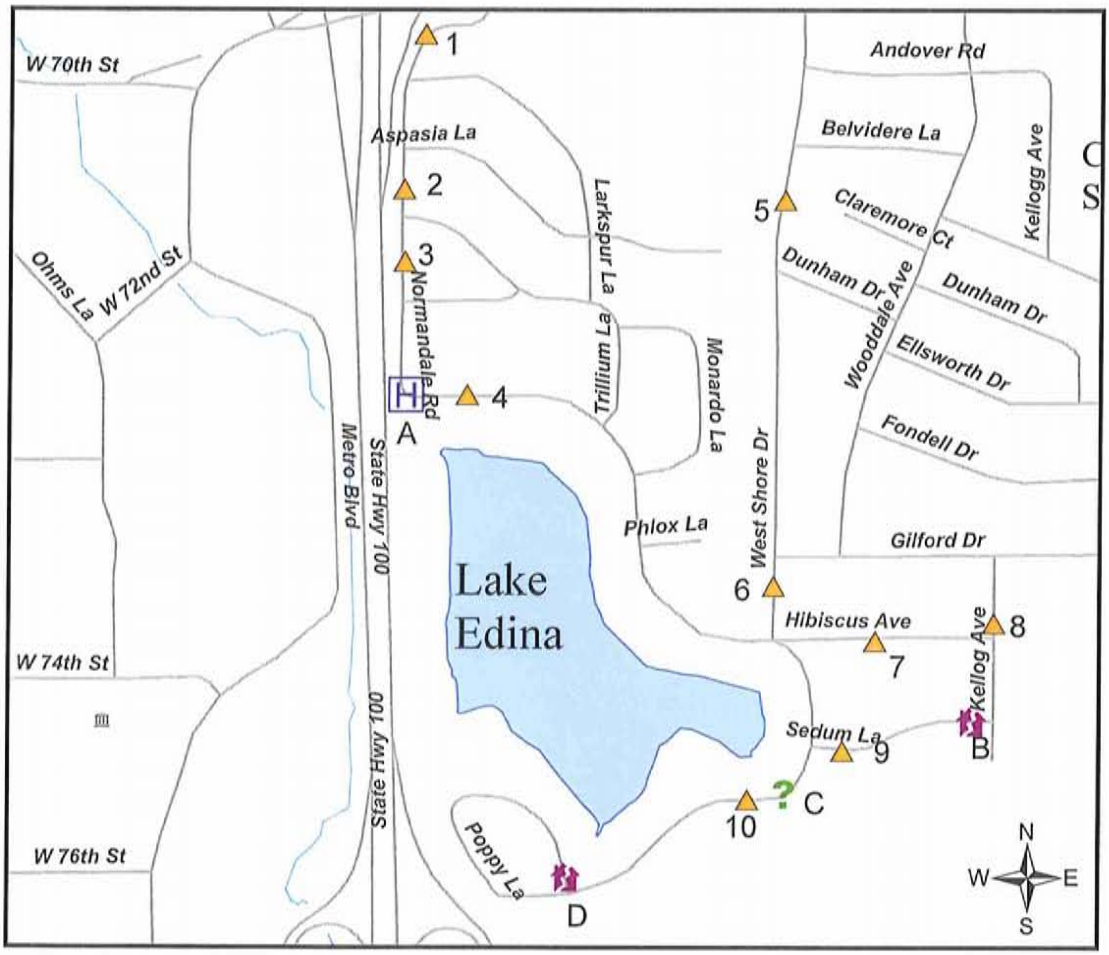
Figure 7.11

Date Printed: 10/22/2008
WSB Filename: K:\01686-03\Cad\Plan\fig-7-11.dgn

APPENDIX G

2013 Lake Edina Traffic and Crash Data

2013 Lake Edina Traffic and Crash Data



Traffic Data

Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	Normandale Road	2012	1259	28.7
2	Normandale Road	2012	740	33.4
3	Normandale Road	2012	608	34.6
4	Hibiscus Avenue	2012	233	28.3
5	West Shore Drive	2012	1059	32.1
6	West Shore Drive	2012	547	27.3
7	Hibiscus Avenue	2012	198	28.6
8	Gilford Drive	2012	284	24.6
9	Sedum lane	2012	117	24.0
10	West Shore Drive	2012	376	26.2

Crash Data

Location	Severity	Year	Month	Time
A	Incapacitating Injury	2003	Apr.	1712
B	Property Damage - No Apparent Injury	2006	Jun.	2400
C	Possible Injury	2006	Sept.	1530
D	Property Damage - No Apparent Injury	2001	Jul.	2400

APPENDIX H

Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

HRGreen

BARR

MEMO

To: Wayne Houle, PE – Edina City Engineer
Michael Thompson, PE – Edina Living Streets Committee Chair

From: Dan Edgerton, AICP – HR Green
Jack Broz, PE – HR Green
Fred Rozumalski, RLA – Barr Engineering Co.
Matt Metzger, PE – Barr Engineering Co.

Subject: Edina Living Streets – Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

Date: August 13 , 2012

1.0 Introduction

The City of Edina seeks to encourage the development of a more accessible and sustainable transportation system over time. To accomplish this goal, the city envisions redesigning its street network using a "complete streets" approach, guided by green streets and active living design principles. The result will be a "living streets" system which facilitates all modes of transportation, incorporates ecological services, and encourages walking and bicycling through safe and aesthetically attractive transportation corridors. The purpose of this memorandum is twofold:

1. To document the review of existing plans and policies relevant to living streets, and
2. To provide a framework for a Living Streets Policy and Plan.

2.0 Review of Existing Plans and Policies

The City of Edina has implemented a number of planning and policy documents, ordinances, and other initiatives which have a bearing on transportation system investment decisions. Attachment 1 includes a draft livings streets policy background document, prepared by the city. This document summarizes the relevant plans and policies which lead to the undertaking of the current study, many of which provide the policy direction and guidance for the city's living streets efforts. In contrast, some existing policies and regulations could conflict with or create a barrier to the implementation of a living streets program.

The following is a brief summary of the documents, regulations, and programs most relevant to living streets. As the city moves toward implementation of its Livings Streets Policy and Plan, each of these documents should be reviewed and policies and regulations with a direct connection to transportation design elements (i.e., right-of-way, sidewalks, trees, etc) should be amended in order to expressly support the city's living street goals.

Plans and Studies

- Edina Comprehensive Bicycle Transportation Plan (2007)
  The Edina City Council adopted a Comprehensive Bicycle Plan in 2007. The guiding vision for this document is to support the gradual transformation of the City of Edina into a "progressive

bicycle-friendly community where citizens can easily integrate cycling into their daily lives." This document compliments living street by planning for a fully integrated, safe, and inviting bicycle network for a full range of users.

- Edina Comprehensive Plan (2008)
  The Edina City Council adopted an updated Comprehensive Plan in 2008. The plan promotes a vision for a city that is pedestrian, bicycle and transit friendly and inclusive of all users. A number of chapters are relevant to living streets, including Chapter 2: Visions, Goals, and Objectives; Chapter 4: Land Use and Community Design; Chapter 7: Transportation Plan; and Chapter 10: Energy and the Environment.

- Edina Comprehensive Water Resources Management Plan Update (2009)
  The City of Edina developed a Comprehensive Water Resources Plan in 2009. This plan establishes the City's goals and policies for municipal drainage systems, design criteria, and rules for development and redevelopment. The plan supports the living streets goals to reduce street water runoff into watersheds.

- Edina Capital Improvement Plan (2012)
  The purpose of the Capital Improvement Plan (CIP) is to guide capital investment decisions based on a community's needs, taking into account the best use of limited resources while providing efficient and effective municipal services. As the Edina Living Streets Policy is implemented, the CIP should be revised to reflect prioritization of capital investments in accordance with the city's living streets goals.

Programs and Initiatives

- Edina Fit City Program (Resolution 2006-70)
  In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program," which recognizes cities committed to creating and maintaining an environment supportive of active living. The goals of the Fit City program and the City's resolution supporting an activity-friendly community compliment living streets.

- Edina Green Steps Program (Resolution 2011-37)
  The City of Edina adopted a resolution to participate in the Minnesota Pollution Control Agencies (MPCA) Green Step Cities program in 2011. The Green Step Cities program aims to provide Minnesota cities a clear pathway to greater sustainability based on implementing best practices specific to Minnesota cities. Several of these best practices would be supported by a Living Streets Policy, including, #11: Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts); #12: Mobility Options (walking/biking, Safe Routes to School, etc.); #16: Urban Forest; #17: Efficient Stormwater Management; #18: Green Infrastructure (porous pavement, swales, etc.); and #19: Surface Water Quality (rain gardens, etc.).

- Bloomington Public Health
  Bloomington Public Health provides public health services to Bloomington, Edina, and Richfield. This includes Statewide Health Improvement Program (SHIP) and the Community Transformation Grant (CTG). SHIP is working with communities, schools, worksites, and healthcare to reduce the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer. SHIP seeks to make healthy living easier where we live, work, learn, and play. CTG has similar goals and also supports the Living Streets Policy in Edina. A Living Streets Policy would complement these programs as it would promote active living and make it easier for community members to be physically active.

- Edina ***do***.town Program (2011)
  In September 2011, the City of Edina, in partnership with Bloomington and Richfield, launched an 18-month initiative to improve community health by making changes that support healthy eating and active living choices. The goal of ***do***.town is to bring together community members and leaders to think and talk about ideas that would make the healthy choice the easy choice in Bloomington, Edina, and Richfield.

Policies and Regulations

- Edina Assessment Policy (2010)
  The purpose of the Edina Assessment Policy is to provide regulations for assessments to properties for non-state aid street projects. This policy is relevant to Living Streets as it governs how traditional street improvements are funded. As the Edina Living Streets Policy is implemented, the city should seek new and innovative ways to provide additional funding for design elements related to livings streets and update its assessment policy to clearly define how each street design element will be funded.

- Municipal State Aid Special Assessment Policy (2010)
  The purpose of the Municipal State Aid (MSA) Assessment Policy is to establish assessment rules for MSA improvement projects. As the Edina Living Streets Policy moves forward, the city should collaborate with its partners (i.e., Hennepin County, MnDOT, etc.), to identify new ways to support the implementation of living streets in Edina.

- Edina City Code
  The Edina City Code is a comprehensive document which codifies the general ordinances of the City of Edina. Several elements of the City Code will have a direct bearing on the implementation of living streets within the city, whether through supporting policies, or in some cases policies that conflict with living streets principles. The following is a listing of some of the relevant chapters (not all inclusive). Upon implementation of a Living Streets Policy in Edina, these elements of the City Code should be reviewed and updated as necessary to expressly support the city's living streets goals.
  - *Chapter 4: Buildings, Construction and Signs* – Revise the following sections to support living streets principles such as creating livable neighborhoods.
    - Section 405: Landscaping, Screening and Erosion Control
    - Section 421:Right-of-way management
  - *Chapter 7: Health* – Consider linking this ordinance to the Living Streets Policy to support active living goals.
  - *Chapter 8: Land Use Plats and Zoning (all sections)* – Consider adopting form based zoning polices which emphasize size and position over use. This tool could be used to encourage living streets tenants such as mixed use development which promotes active living and helps to make the street a more attractive environment for non-motorized users.
  - *Chapter 10: Misdemeanors and Nuisances* – Revise the following sections to support living streets principles such as reducing the total amount of paved area through modified parking and vegetation ordinances.
    - Section 1046: Parking and Storage of Vehicles and Equipment
    - Section 1050: Maintenance of Vegetation
  - *Chapter 11: Public Utilities (all sections)* – Revise this chapter to support the stormwater efficiency goals of living streets.
  - *Chapter 12: Streets and Parks (all sections)* –This chapter should be thoroughly reviewed and revised to support living streets goals such as allowing flexibility in street

design to implement a full range of living streets design elements and to place greater emphasis on serving the needs of non-motorized users.

- *Chapter 14: Traffic Control and Vehicles* – The following sections should be thoroughly reviewed and revised to both support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements, and to remove barriers such as excessive auto "clear zone" requirements as appropriate.
  - Section 140: Pedestrian, Bicycle, and Vehicular Traffic, Parking, Standing and Loading
  - Section 1405: Clear View Zone

In addition, as living streets implementation moves forward, the city should adopt additional policies and ordinances in support of living streets, such as traffic calming and street design guidelines. These policies should be defined as part of the future living streets planning process.

3.0 Lessons Learned

The following is a summary of key lessons learned during previous Living Streets efforts in other municipalities.

Lessons Learned in Los Angeles County, CA

(May 3, 2012 Discussion with Ryan Snyder of Ryan Snyder Associates)

Lessons learned related to policy:

- Build a policy from the ten policy elements delineated in Table 2.1 of the Los Angeles County Model Design Manual for Living Streets.
- Exceptions should be rare. The process for design and review must be clear.
- City procedures and standards need to be changed as appropriate to accommodate the new policy. For example it may be stipulated the a bike advisory committee reviews all street projects, or a pre-design check list is created for components of Living Streets (e.g. pedestrian circulation, stormwater management, street trees).
- It is important to create implementation plans. It might include plans such as Safe Routes to School (SRTS), a sidewalk plan, or an urban forest plan.

Lessons learned related to implementation:

- For each street project Ryan recommends well facilitated workshops with property owners to first educate them on Living Streets, and then to have them participate in the selection of street elements appropriate for their street.
- During the education process show lots of photographs and drawings of Living Streets as well as dysfunctional streets. Make it very visual. Explain all the benefits. Talk about the down side of keeping the street as it is.
- It is important to have all voices (supporters as well as opponents) at the table during the facilitated workshops, and to encourage the quiet people to speak their mind. It helps to break into small groups and have a balance of opinions at each table.
- In preparing for the workshops, understand any complaints about the project street beforehand in order to respond with a Living Streets solution. Create solutions from the complaints.

- Label this policy as a traffic calming and street beautification initiative rather than undefined term such as Bike Boulevard or Living Streets. This allows focus on the benefits, and prevents a target for opponents.
- The most significant opposition to Living Streets stems from confusion about traffic congestion. When proposing a Living Street project, designers and staff should be well prepared with statistics from other projects and other cities that prove that congestion does not become an issue. Ryan suggests steering the conversation away from congestion and to the life style benefits of Living Streets.
- Ryan has found that it is essential for city leadership to stand behind the plan. Staff must be fully supported in the process of implementing Living streets, and not be put in the middle of disputes between neighborhood factions.
- It will be important to provide Living Streets training for city staff.

Lessons Learned in Creating the North St. Paul, MN Living Streets Policy and Plan

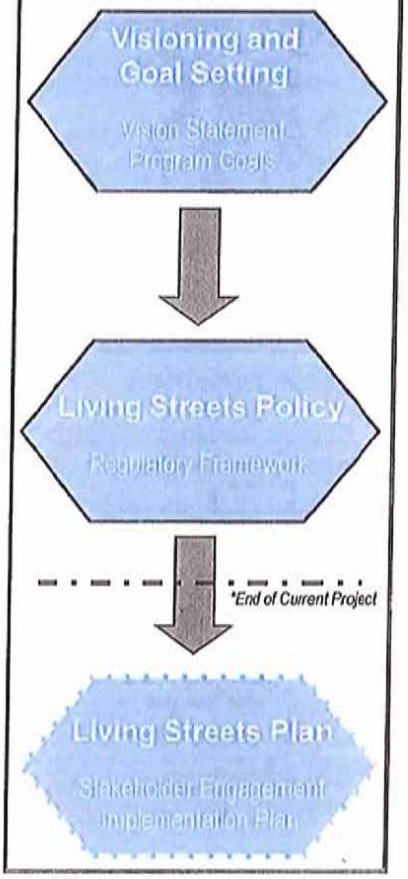
(Barr Engineering Staff)

- Gather feedback about Living Streets concepts from residents prior to targeting specific neighborhood projects. Then, implement Living Street projects in areas where demographics or questionnaire feedback shows support. If there are residents who have a history of opposing proposed actions by the City, they are likely to oppose a new effort as well.
- During the N. St. Paul community engagement process, public opinions showed correlations with demographics. Much support was seen from younger families, new to the area, some with children. Much dissent was received from older, senior residents who have resided in the neighborhood for a long time.
- Every street and neighborhood is unique. The street reconstruction elements favored by residents are likely to vary. The complexity of design on different street types (state-aid vs. locally funded) will vary. Implementation should be flexible to accommodate the needs of each unique street segment.
- A useful strategy may be to not name the effort "Living Streets", but to simply make changes to street reconstructions policies, design process and focus on safe routes to school. In North St. Paul the term became a target for residents opposed to the project. Reconstructing streets using Living Street design elements under the usual capital-improvement process may prove to be a good strategy.
- In North St. Paul and Maplewood, it was vital to have a design process framework for the Ramsey-Washington Metro Watershed District to cooperate w/ the City Engineer(s). This cooperative effort facilitated design development and feedback exchange at key phases of concept and final design. The District and City worked together to develop design templates and final designs that addressed their various goals and the goals of other stakeholders. Developing a design process in Edina that engages various stakeholders early in the design process and throughout design and construction is recommended.

4.0 Living Streets Development Framework

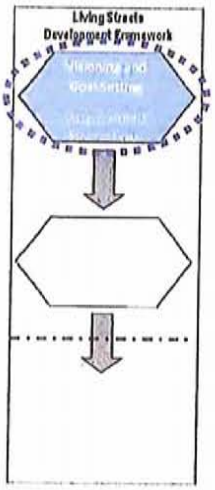
In order to implement an effective living streets program in Edina, the city should develop a Living Streets Policy and Plan, which includes a clearly stated vision statement and goals, a set of supporting policies, and a process or plan for implementation. This development framework is illustrated in Figure 1. This document presents a draft living streets vision and a policy template developed based on the initial stakeholder engagement workshop described below. These represent the first two steps in the development framework. The third step, which includes a detailed plan for implementation of Living Streets in Edina, will be developed as part of a future effort.

Figure 1: Living Streets Development Framework



A Living Streets Policy will provide the regulatory framework for living streets and a Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates. The purpose of this framework is to facilitate discussion in order to move the City toward adoption of an Edina Living Streets Vision and the development and implementation of a Living Streets Plan. This material should be continually updated and refined as the living streets implementation process moves forward.

Visioning and Goal Setting



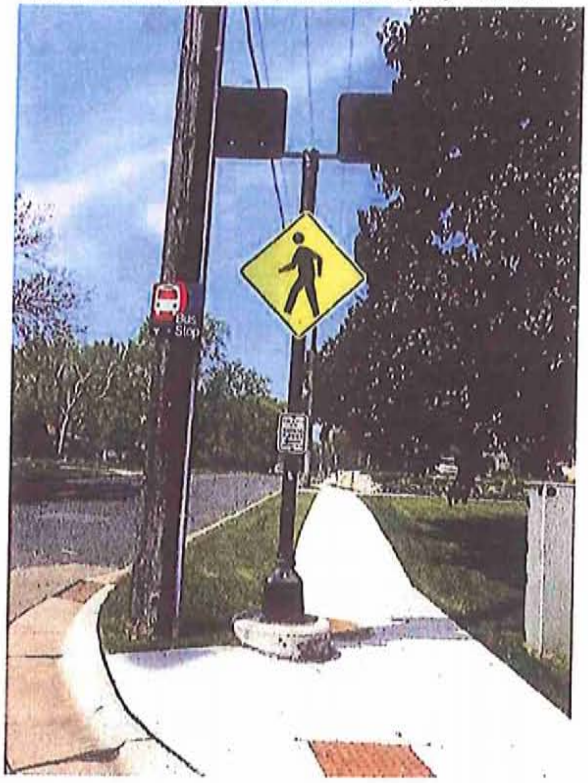
In March of 2012 the City of Edina hosted a two part Living Streets Workshop, facilitated by a nationally recognized living streets expert (refer to Attachment 2 for a summary). The purpose was to introduce participants to the living streets concept and to initiate the process of developing a Living Streets Policy in Edina. A key result of this effort was the engagement of stakeholders in the visioning, goal setting, and policy making process. The results and proceedings from this workshop served as the basis for the development of the vision and policy framework presented below.

Living Streets Vision

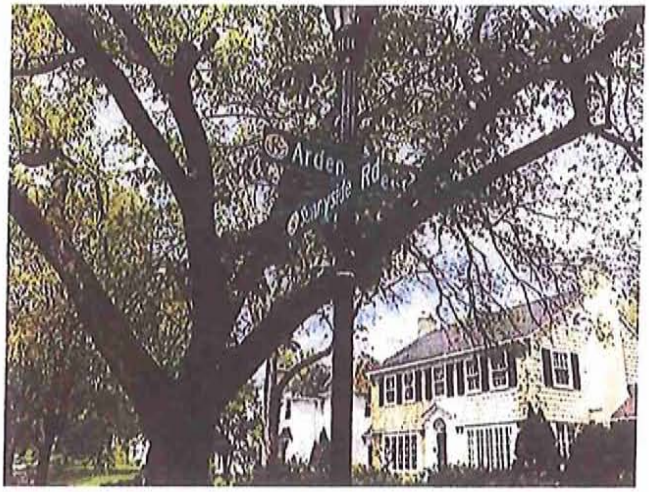
The purpose of the vision statement is to set the philosophical framework for living streets in Edina. It should answer the question *"why implement living streets?"*, creating a picture or vision of the community which Edina residents are striving toward. As part of the Living Streets workshop, attendees participated in a visioning exercise in which they were asked "What will be the vision behind a new living streets policy? (refer to Attachment 2)" Based on this visioning session a series of common themes emerged. These themes paint the vision for living streets in Edina.

Participants envisioned Edina as a place...

... where all modes of transportation are equally accessible



... with a cohesive community identity



... where families regularly choose walking or bicycling instead of driving

... where biking and walking are not only safe and convenient, but also enjoyable

... where people choose physical activity for enjoyment

... where public policy strives to promote sustainability through balanced infrastructure investment decisions.

... where the streets are a place you want to sit.

... where environmental stewardship and reduced energy consumption are pursued in the public and private sectors alike.

Based on the themes described above, the Edina Living Streets Committee developed the following draft vision statement for stakeholder consideration.

Draft Edina Living Streets Vision Statement

> *Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

The purpose of this draft statement is to facilitate discussion in order to move the City toward an approved Edina Living Streets Vision. This vision statement should be continually updated and refined as the living streets study process moves forward.

Living Streets Goals

In order to develop a policy which moves the city toward its vision for living streets, it is important to clearly articulate the goals and priorities of the living streets program. Goals should answer the question "*what will living streets look like?*", stating the broad, overriding outcomes the city wants to achieve. Typical goals for implementing living streets are listed below:[1]

- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce stormwater runoff and capture/treat pollutants for improved watershed health
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Maintain and improve the urban forest

With these goals presented as a basis, participants of the Edina Living Streets Workshop developed the following priorities for living streets in Edina:

Living Street Priorities

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Further, the following were identified as additional goals or attributes for the Edina Living Streets System:

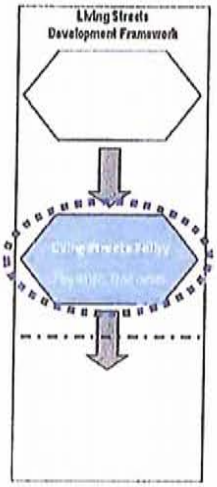
Secondary Goals

- Foster income equity
- Pedestrian-oriented design
- Connect people, not just places

[1] Los Angeles County. Model Design Manual for Living Streets. 2011.

- Foster active lifestyles
- Be inviting
- Support commerce
- Be sustainable

Living Streets Policy Development



The intent of a living streets policy is to provide policy direction in support of implementing the city's living street vision and goals. A livings streets policy should answer the question "*how will we achieve living streets*?" It should be broad enough to cover all aspects of the transportation system and should contain sufficient detail to guide the design process in support of living streets principles. The policy should not prescribe how to design every segment of every street; rather, it should clearly define what the city wants to accomplish with its streets and refer to specific design guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, design templates, etc.).

Los Angeles County has developed a living streets policy model based on the 10 policy elements for complete streets established by the *National Complete Streets Coalition*, updated to incorporate living streets principles.[1] Any agency may adopt all or part of the Los Angeles model as is, or modify the model based on community goals, provided the Los Angeles Count Design Manual is acknowledged and credited as appropriate.

The following is a draft Edina Living Streets Policy framework, which was developed using the Los Angeles County model described above as a template, and updated to reflect the values of Edina. This framework includes a range of policy elements and statements intended to provide comprehensive policy level support for living streets. The policy is intended to provide a regulatory framework for living streets and not a plan for implementation.

The draft policy framework should be reviewed and refined by the Edina Living Streets Committee throughout the living streets process, based on comprehensive stakeholder engagement and continuous public outreach. Once the Edina Living Streets Policy has been finalized, the Living Streets Committee should present the policy to the full Edina Transportation Committee for final approval and recommendation to the City Council. Once a final policy is drafted and approved, the policy can be enacted by the City through a living streets ordinance or resolution enacting the policy.

Draft Edina Living Streets Policy

Vision Statement – *Why?*

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Goals (based on Edina Living Streets Workshop – March 2012) – *What?*

The goal of the Edina Living Streets Policy is to ensure the following:

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Policy Elements (guided by Los Angeles Co. model) – *How?*

Living Street Element	*Policy Statements*
Vision	The City will develop policies and practices that cause its transportation system to be designed in accordance with the Living Streets Vision and Goals described above.
All Users and All Modes	The City will incorporate the full range of appropriate living streets elements in accordance with its Living Streets Policy and Plan when planning for and designing the local transportation network and in regulatory approvals for private developments, such as conditional uses and PUD. The City will plan, design, and build high quality transportation facilities that prioritize the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.
Connectivity	The City will strive to enhance community cohesion by connecting places. This will include design, operation, and maintenance of a transportation system that provides a highly connected network of streets, paths, and trails. The street network will accommodate all modes of travel. The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and to adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit. The City will prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses. The City will require large, new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.
Jurisdiction	The City will seek to implement livings streets on all streets within Edina. The roadway network in Edina generally comprises state, county, and local routes. Policies and legislation supporting living streets implementation on state and county routes are in place. The State of Minnesota has passed legislation in support of complete streets on state routes and MnDOT is in the process of developing a Complete Streets Policy. Hennepin County has enacted a policy supporting complete streets implementation on County routes. While there are differences, Edina's living streets vision and the state and county complete streets efforts are complementary. The Edina Living Streets Policy applies to all roads within the City's jurisdiction (local, collector, and arterial).

	The City will require all developers to obtain and comply with the standards and procedures of the Edina Living Streets Policy and Plan. The City will actively seek to coordinate its Living Streets Policy and Plan with partner agencies, in order to influence decisions on roads outside of its jurisdiction (i.e., MnDOT and Hennepin County). This will include providing a copy of the Edina Living Streets Policy to partner agencies, and seeking their input throughout the Living Streets Plan development process. At a minimum, this outreach to partner agencies will include MnDOT, Hennepin County, the Metropolitan Council, and the Minnehaha Creek and Nine Mile Creek Watershed Districts.
Phases	As living streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, the City will apply the living streets policy document to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use. Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a roadway construction project, in order to ensure multimodal connectivity and continuity. The City will draw on all sources of transportation funding to implement living streets and actively pursue new funding sources as available.
Exceptions	Living streets implementation will be a required component of ALL street construction, reconstruction, repaving, rehabilitation, and maintenance projects. Exceptions to the guidelines set forth in the Edina Living Streets policy may be made, based on professional judgment. The City will develop an Living Streets exception request process to set the conditions by which a project could be exempted from part of all of the Edina Living Streets Policy
Design	The City will adopt new living streets design guidelines and procedures to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs. The City will undertake a planning effort to define this process. The City will incorporate living street design principles of into all city plans, manuals, rules, regulations, and programs as appropriate, in accordance with the Living Streets Policy and Plan. As new and better practices evolve, these will be incorporate those as well. The City will provide well-designed pedestrian accommodations in the form

	of sidewalks or shared-use pathways on all arterial and collector streets and on local streets. The City will provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate. The City will provide bicycle accommodations along all avenues, boulevards, and connector streets. Bicycle accommodations could include but are not limited to bike lanes, trails, or other improvements. The City will keep street pavement widths to the minimum necessary. The City will allocate right-of-way for boulevards, plant trees, and treat stormwater associated with right-of-way harcover, including trails, transit, and pedestrian facilities as well as streets, whenever a street is constructed, reconstructed, or relocated where physical conditions warrant. The City will prioritize right-of-way space allocation for access and mobility (all modes) improvements and include on-street residential parking only when it is not in conflict with access and mobility (all modes) and achieving other living streets goals, such as managing stormwater runoff.
Context Sensitivity	The City will seek input from local stakeholders when designing their streets with input from local stakeholders. Street design will enhance the character of neighborhoods and be in keeping with existing land uses. When designing streets, the City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines. The City will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting. The City will coordinate with merchants along commercial corridors to develop vibrant retail districts. The City will inventory building and zoning codes to bring into agreement with Living Streets principals and minimum design guidelines as established by the Living Streets Policy and Plan. The City will develop a Living Streets Plan which includes a palette of design templates for street types and minimum design guidelines, from which developers can choose.
Implementation	The City will develop, adopt, and apply a Living Streets Plan for the implementation of living streets in Edina. At a minimum, the plan should include the development of street typologies based functional classification,

multimodal traffic volumes, and land use, which are correlated to a design "toolbox."

The City will incorporate living streets concepts into the next circulation element of their general plans (i.e., Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.).

The City will update its storm management plan to include living streets principles which aim to capture streetwater runoff on site.

The City will create an urban forest management plan to protect and expand the existing urban tree canopy.

The City will review, modify, update, and delete out-dated policies included but not limited to the Assessment Policy and the City Code.

The City will prioritize CIP-prioritize by mode; based on the Living Streets Policy and addressing safety, access, and convenience.

The City will actively engage stakeholders in the street planning and design process, including property owners, residents, and other users of the transportation system. At a minimum, engagement efforts will entail extensive education campaigns, design input, public meetings, and other forms of on-going communication.

The City will actively seek out and pursue funding and grant opportunities to implement the Living Streets Policy and Plan.

Operations

The City will update right-of-way maintenance standards and practices to support living streets. As an example, on-street bicycle lanes may require more upkeep (i.e., cleaning/debris removal, striping, etc.).

The City will update its traffic enforcement practices to support living streets, such as citations for speed limit violations.

Every city agency, including public works, planning, maintenance, and others will follow the Edina Living Streets Policy and will conduct ongoing coordination in support of living streets operations.

The City will conduct on-going public engagement in order to provide public education on safe and efficient street operations and multimodal considerations. This could include targeted stakeholder education meetings (i.e., senior living facilities) a page on the city website and a living streets component at regularly scheduled public meetings and open houses.

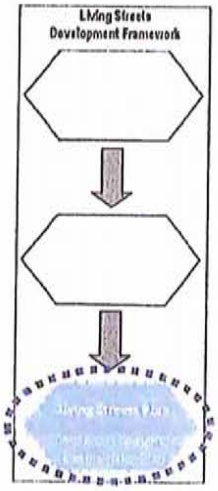
5.0 Next Steps

The purpose of the living streets vision and goals, and policy framework presented herein is to facilitate stakeholder dialog in an effort to move toward the development and adoption of an Edina Living Streets Policy and a Living Streets Plan. The Living Streets Policy will provide the regulatory framework for living streets and the Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates.

Living Streets Policy

The next step in this process is the continued refinement of the Living Streets Policy Framework based on stakeholder engagement efforts. The purpose of the next stakeholder engagement efforts should be to present and seek input on the Living Street Vision and Goals and Policy Framework, in order to build stakeholder support for the Living Streets Policy. The policy should be a dynamic document (i.e., continuously revised, modified, and updated), which clearly articulates and supports the city's vision and goals for living streets in Edina.

Living Streets Plan



Presented above are a draft living streets vision and a policy template, which represent the first two steps in the living streets development framework. The third step includes the development of a detailed plan for implementation of Living Streets in Edina. After completion of a Living Streets Policy, the city should undertake a planning process which includes robust stakeholder engagement, identification of priority streets, and areas (neighborhoods/districts) for the implementation of living streets policies. The plan should include the development of an implementation process which includes design guidance. The implementation process should not prescribe how to design every segment of every street; rather, after clearly defining what a community wants to accomplish with its streets, designers can apply this framework along with the specific guidance developed as part of the planning process (i.e., prioritization, checklists, etc.), to meet the community's goals. A key element of the implementation process is the identification of the desired modal balance for each element of the project. This process should recognize that the needs of all roadway segments and corridors within a project are not the same and improvements should be designed to provide the level of functionality needed for each mode, given the context of a project. For example, the bicycle accommodation needs of a high speed urban arterial road would not be the same as a residential street. The plan should also include an examination of how aboveground stormwater management can be accommodated within the right-of-way of varying street types. Living streets harvest stormwater to recharge groundwater and water street trees. Accomplishing this in narrow right-of-ways requires forethought. In addition, urban forest expansion into the right-of-way should be addressed in the plan.

At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design "toolbox." This should include an implementation process or check-list which is followed when a street project is initiated. The Edina Living Streets Committee developed the following as an example. The process would identify the functional classification and traffic volumes, such as:

- Low volume local – under 300 vehicles per day (vpd)
- Local – 300-1000 vpd
- Higher volume Local – over 1000 vpd
- Minor collector – under 3000 vpd
- Collector – 3000-6000 vpd

- Major collector – over 6000 vpd

The process should also include considerations for land use and other relevant issues, such as:

- Business segment – that part of a street adjacent to and within a set distance from a business district
- School segment – that part of a street adjacent to and within a set distance from a public or private K-12 school or public community center
- Park segment – that part of a street adjacent to and within a set distance from a public park or regional trail
- Flagged – streets or segments of streets for which a problem has been identified, such as speeding.

In this example, a project on Elm Street might have the following considerations:

> *Elm Street has 1300 vpd. The segment of Elm between 42nd Street and 44th Street is adjacent to the school. The school segment runs from 41st Street to 45th Street. A speeding issue has been noted on the 3900 block.*
>
> *Classification: Higher volume local with school segment, flagged for speeding and volume.*

This process would allow streets to be classified and correlated to an appropriate set of design tools, given the context of the street. The intent of this process is not to develop street typologies with strict design standards, but rather to facilitate an informed decision making process which will meet the needs of users while achieving the City's Living Streets goals.

Two example design Templates are included as Attachment 3. An example work plan, budget, and schedule for the proposed Living Streets Planning process are included as Attachment 4.

Attachment 1: Living Streets Background Document

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

1) Reduce crash rates and severity of crashes;
2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
3) Encourage mode shift to non-motorized transportation and transit;
4) Reduce air and water pollution and reduce noise impacts;
5) Increase transportation network connectivity;
6) Maximize the efficient use of existing facilities;
7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
8) Safely integrate intermodal connections across the transportation network; and
9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

#11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
#12. Mobility Options (walking/biking, Safe Routes to School, etc.);
#16. Urban Forest;
#17. Efficient Stormwater Management;
#18. Green Infrastructure (porous pavement, swales, etc.); and
#19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
7. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets[1]

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

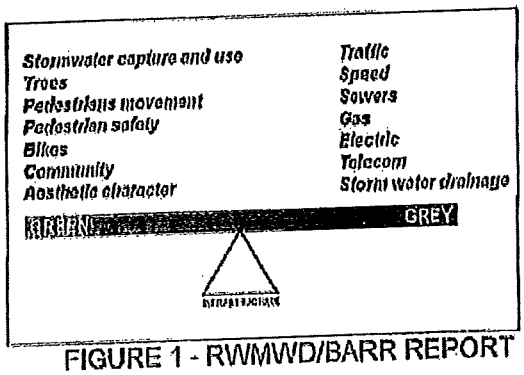


FIGURE 1 - RWMWD/BARR REPORT

A Living Streets policy should:

1 Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Aichinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
2) Implement traffic calming measures through the use of techniques best suited for site conditions.
3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

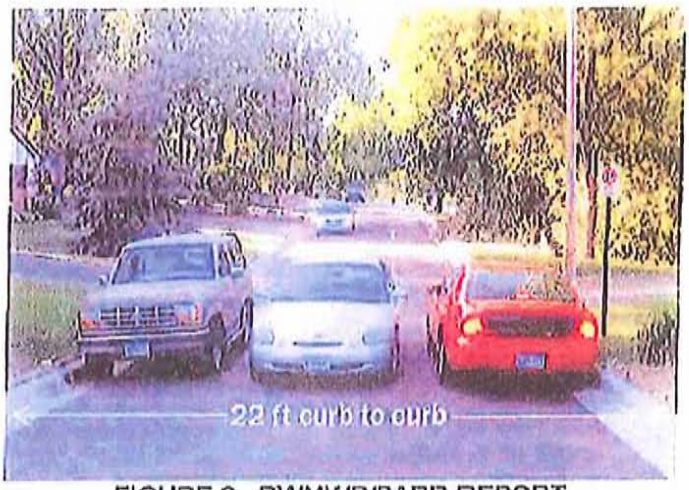


FIGURE 2 - RWMWD/BARR REPORT

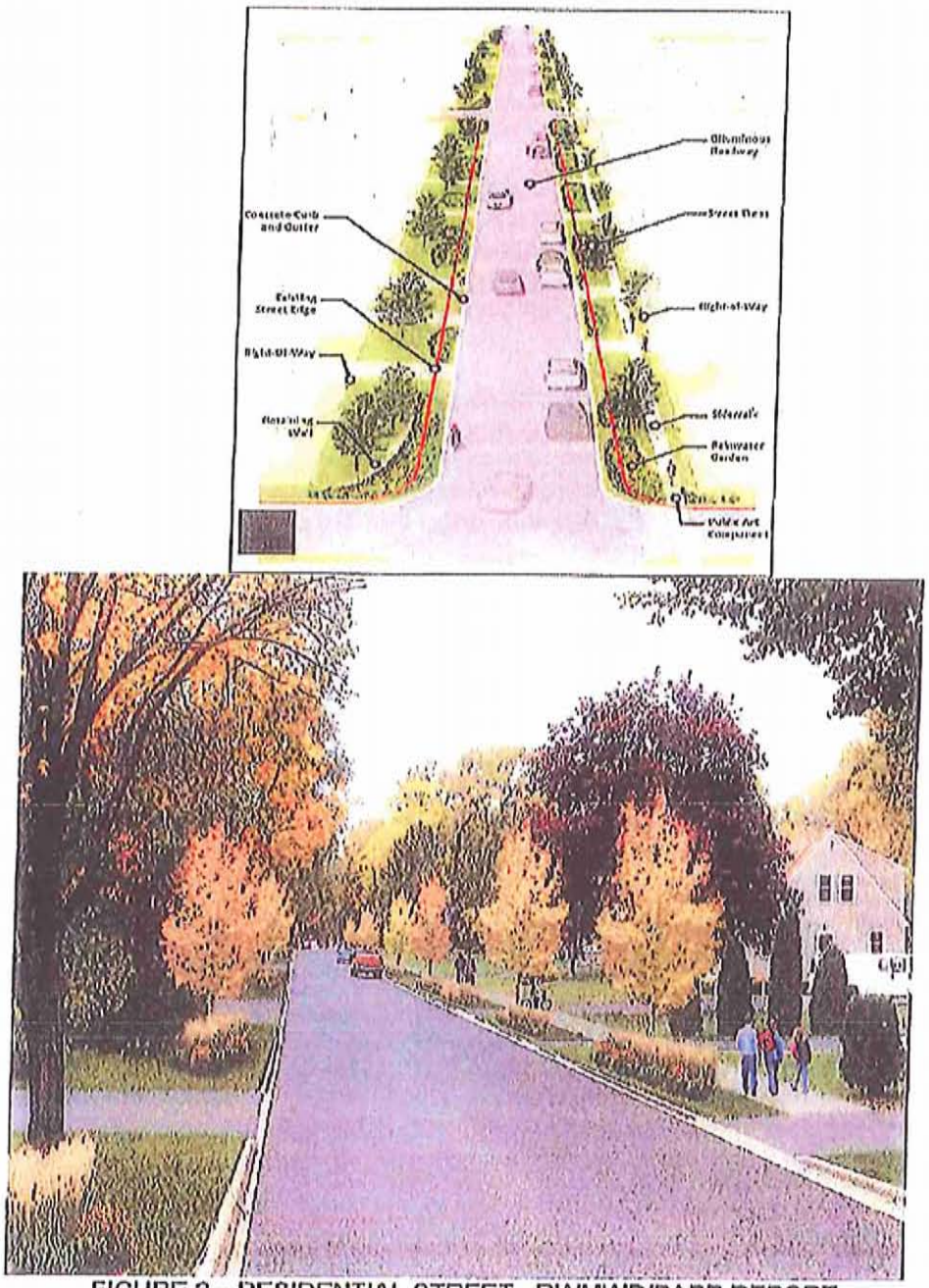


FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

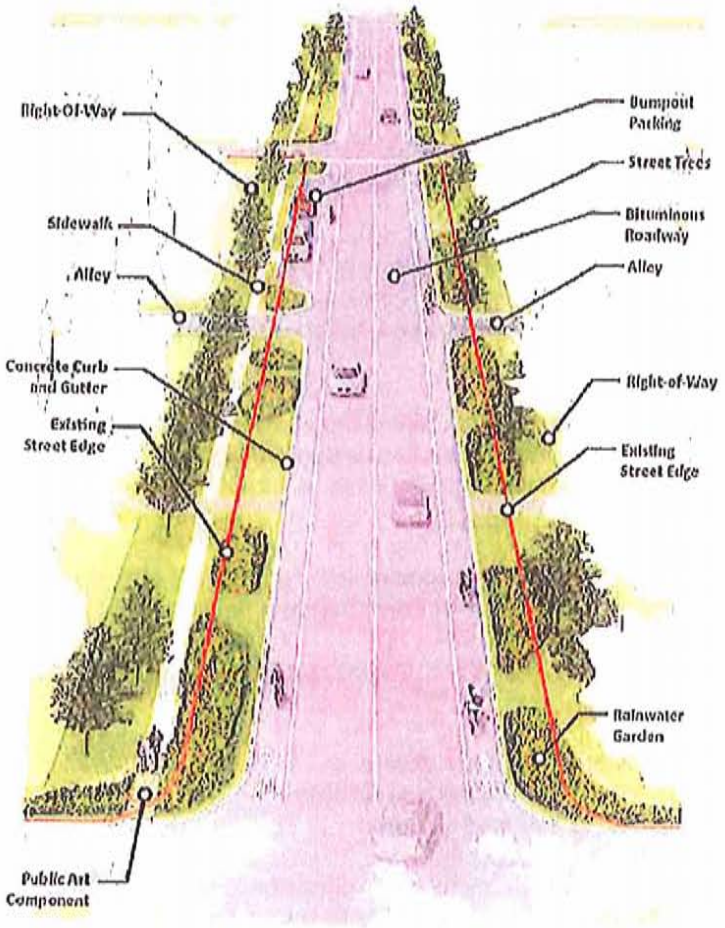


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

1) Sample Resolution
2) Excerpts from 2008 Comprehensive Plan

DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving stormwater quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest

THEREFORE, BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (p. 4-21)
6. Increase mixed use development where supported *by adequate infrastructure to minimize traffic congestion, support transit,* and diversity tax base (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is* contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, *promotes community identify and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

> *There is a fundamental link between land use planning and transportation planning. The transportations system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)*

Land Use Policies—

3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated *to ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency* and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building. (p. 4-34)

Staging Development: Small Area Plans—

These Small Area Plans may include planning principles such as:

1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
3) *Smaller parking footprints*
4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—
A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*
Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.
Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc)* (p. 4-47).

Implementation—
Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include at tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

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 transportations 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 the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips ad 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 provisions 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 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* (p. 7-38-39).

Policies
Roadway Design:
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.
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets,* decorative street lighting, and monuments.
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population* (p. 7-39-40).

Parking:
2. Continue to limit on-street parking in and near congested commercial 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 drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and sue of designed 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.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation* (7-43-44)

Comprehensive Bicycle Transportation Plan—

Vision:
The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles
The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of actives living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option in Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management
Goals:
4. *Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness* (9-21)
Policies:
5. *Create a program for maintaining trees throughout the City, and replacing them as necessary* (p. 9-22).

Walking and Biking Trails Pathways Plan
Policies:
2. *Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan* for the Cit of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, *as well as to identify the most appropriate routes for links to regional systems,* as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air
4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health
Goals and Policies:
1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
- Mobilize community partnerships and action to identify and solve health problems
- *Develop policies and plans that support individual and community health efforts*

2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

   Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity,* nutrition, and *weight management.* A strategy for reducing these behavioral risk factors is:

   - *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

   - Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

   - Fostering healthful behaviors such as good nutrition, *physical exercise,* medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

Attachment 2: Edina Living Streets Policy Development Workshop

REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To:	Edina Transportation Commission	Agenda Item No.: **VI.E.**
From:	Wayne D. Houle, PE City Engineer	**ACTION:**
Date:	March 15, 2012	☐ **Recommendation/Motion**
Subject:	Living Streets Workshop Recap	☐ **Discussion** ☒ **Information**

Info/Background:
This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:
- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety "free range kid" environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
  - Comprehensive plan, transportation chapter
  - Ordinances
  - CIP
  - Bike plan
  - Assessment policy
  - Green step cities
  - MN DOT standards
  - Local standards
- What is the process used to make decisions now?
  - Start with a study
  - Each street has a different process
  - Notices in advance, neighborhood notices
  - Trans Commission and to council
- What in this process is keeping you from creating living streets?
  - Design charettes
  - Public education campaign citywide
  - Walking tour
  - Development process preceding design
  - Vision exercise
  - Baseline policy and informing people
  - Using exceptions to guidelines
  - Identifying stakeholder

3/8/123/8/12

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
  - Safe access for all users
  - Streets will vary in character (context sensitive)
  - Transportation network will enhance neighborhoods
  - Will incorporate green management
- Additional attributes:
  - Foster income equity
  - Pedestrian-oriented design
  - Connect people, not just places
  - Foster active lifestyles
  - Be inviting places
  - Support healthy commerce
  - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative "problems." Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations, retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency's jurisdiction?

All roads within the city's jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city's control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

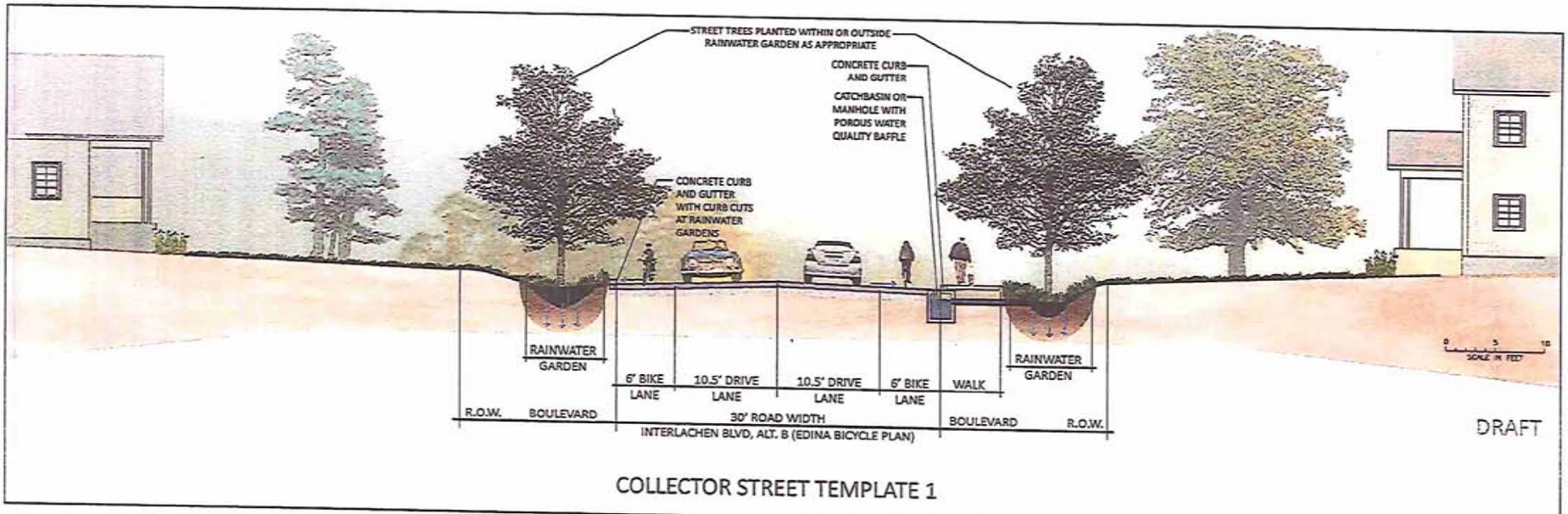
9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

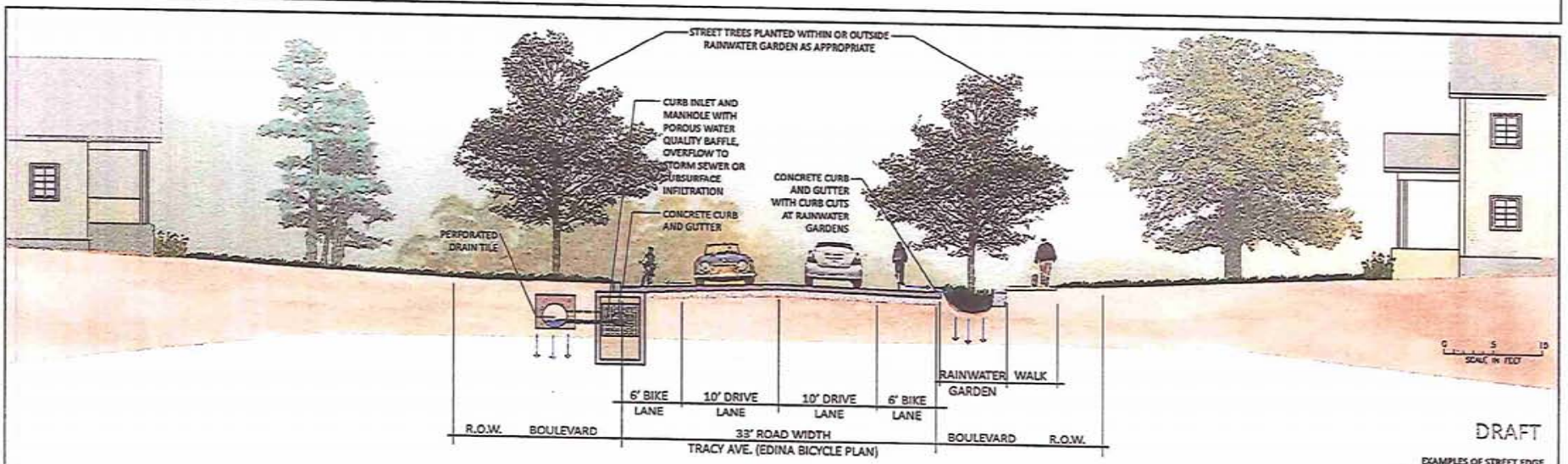
10. What implementation steps will be mentioned in the policy?

- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

Attachment 3: Example Living Streets Implementation Templates

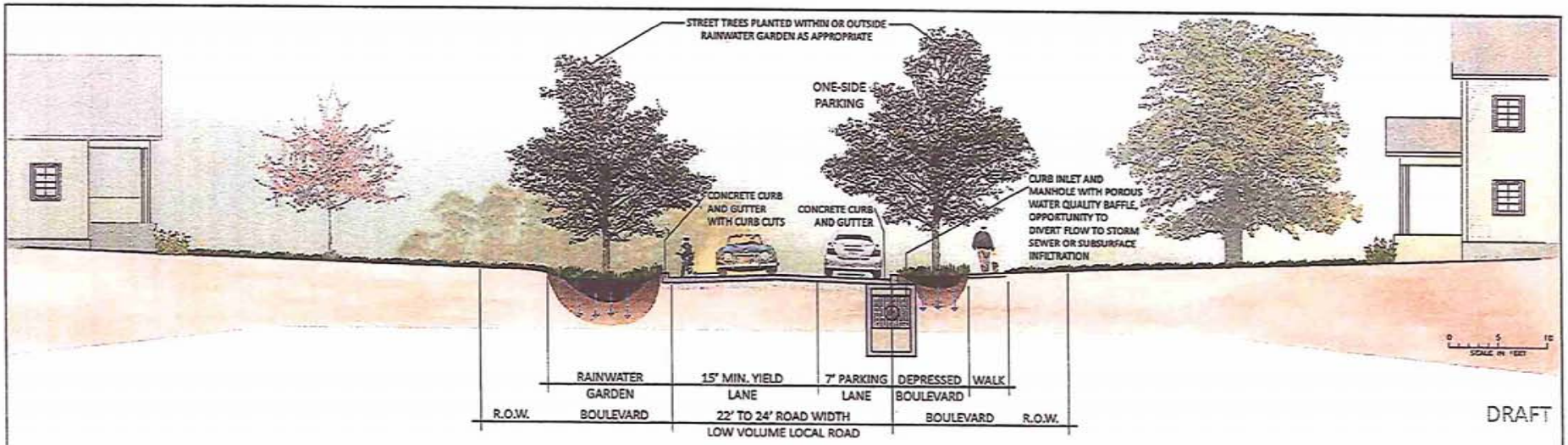


COLLECTOR STREET TEMPLATE 1

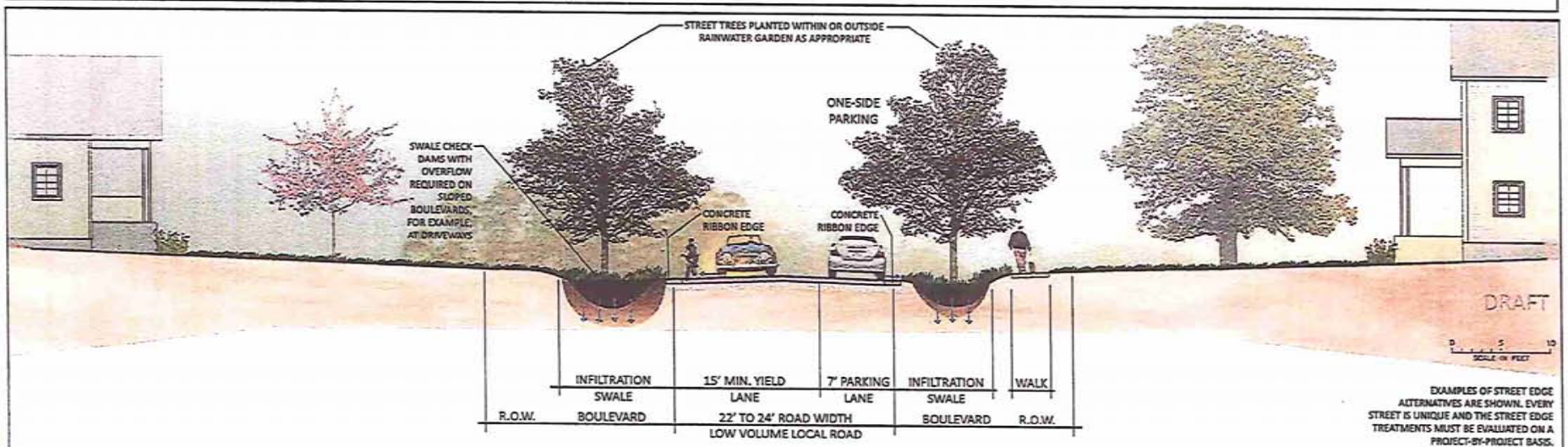


COLLECTOR STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 1



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.

THE CURBLESS SECTION IS PROPOSED ONLY FOR THOSE LOW VOLUME LOCAL ROADS THAT CURRENTLY DO NOT HAVE CURB AND GUTTER.

Attachment 4: Proposed Edina Living Streets Planning Process

HRGreen

BARR

Edina Living Streets Project – Phase 2
Proposed Work Planning Process Work Plan

As part of Phase 2 of the Edina Living Streets Project, HR Green and Barr Engineering will complete a process resulting in the development of a comprehensive Living Streets Plan for the City of Edina. As described in the Edina Livings Streets policy Technical Memorandum developed as part of Phase 1, our multi-tiered approach will focus on understanding the range of users, modes, routes, and destinations within the city, as well as environmental considerations such as stormwater management. Our unique stakeholder oriented process will result in the development of an implementation process which will support the City's Living Street goals.

Task 1: Project Management

The project manager will ensure the delivery of quality products on schedule and on budget, as well as foster a cooperative spirit through strong and continuous communications. Our approach to project management includes weekly staff meetings via conference call with the local project manager and/or the Living Streets Committee chair (as needed), as well as regular Project Management Team (PMT) meetings at critical decision points throughout the study process (see Task 2).

Task 2: Stakeholder Engagement

As ongoing stakeholder engagement is inherent to the success of the Edina Living Streets Plan and implementation of Living Streets in Edina, widespread and ongoing stakeholder engagement is necessary. The study will include a unique approach to public process which follows the same steps as a traditional process, but engages stakeholders differently. The stakeholder engagement process will follow three distinct phases: 1) stakeholder goal-setting, 2) stakeholder development of measures of effectiveness to meet the goals, and 3) stakeholder evaluation of project. The development of goals and measures of effectiveness (phases 1 and 2) will occur as part of the living streets planning process, while the project evaluation (phase 3) would take place as part of the implementation of individual projects and would be used to calibrate the designs to stakeholder expectations. Stakeholder meeting content and format will facilitate stakeholders through the plan development process, leading to the development of a Living Streets Plan calibrated to the unique viewpoint of each modal group and widely supported by stakeholders and users. The following list identifies the key stakeholder groups and public engagement activities proposed:

- Project Management Team (PMT) - The Edina Living Streets Committee formed as part of phase 1 of the Edina Living Streets Project will serve as the Project Management Team (PMT) for the study. The PMT will meet regularly throughout the course of the study to review analysis, guide the overall study process, review input generated by public involvement activities, evaluate deliverables, and approve the Edina Living Streets Plan findings and recommendations. It is anticipated that the PMT will meet at Edina Public Works once per month through the duration of the study.

- Technical Advisory Committee (TAC) – The Technical Advisory Committee (TAC) will be composed of technical staff identified by the PMT. Membership is anticipated to include representatives from various City departments (i.e., public works, community development, etc.), MnDOT, Hennepin County, Three Rivers Park District, local watershed districts, as well as other agency representatives identified by the PMT. The TAC will meet three times at critical study milestones in order to provide technical input on issues and opportunities, review the study proposals and recommendations, and report back to their respective agencies.

- Neighborhood Advisory Committee (NAC) – The Neighborhood Advisory Committee (NAC) will be composed of representatives from key community groups, including residents, local

businesses, community interests, schools, seniors, and members of the PMT. The NAC will meet three times at critical study milestones in order to advise on issues and opportunities, provide input, review the study proposals and recommendations, and report back to their respective groups. NAC meetings will be held at a central location to be determined by the PMT, such as the Edina Community Center.

- Focus Groups – Individual meetings will be held with several important public/private stakeholders, including the business community, public safety (sheriff, police, and other emergency responders), environmental agencies (parks and watershed districts), school district representatives, and utility companies. The purpose of these meetings is to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.

- Edina Transportation Commission – The Edina Transportation Commission will be the policy-making body governing this study and will be responsible for consideration of study recommendations, approving study products, and implementing recommendations. The study team will conduct up to two (2) meetings with the Edina Transportation Commission, one early and one late in the study process.

- Open House Public Meetings – Two public open houses will be help early and late in the process to provide opportunities for the general public to participate in the study process.

- Project Website – A project website (hosted by the City) will be developed and updated periodically throughout the study process (three-updates) in order to inform stakeholders on upcoming public meetings, provide study updates, and advise the public on key study analyses and recommendations.

Task 3: Existing System Assessment

The intent of this task is to develop a comprehensive understanding of the existing roadway system and infrastructure within the City of Edina, in order to guide prioritization of future investments. The study team will study all relevant documents and materials including the Edina Comprehensive Bicycle Transportation Plan (2007), Edina Comprehensive Plan (2008), and the Edina Comprehensive Water Resources Management Plan Update (2009). This information will be supplemented with additional data (as available), including the following: vehicle, pedestrian, and bicycle traffic volumes; existing and proposed roadways, trails, and sidewalks; existing and proposed transit routes and boardings and alightings data; pedestrian, bicycle, and transit system plans; community comprehensive and land use plans; and local development/redevelopment plans.

This task initiates the stakeholder engagement process, including meetings with the PMT, TAC, NAC, and the general public. The information collected will be vetted and expanded through ongoing stakeholder engagement, leading to a comprehensive understanding of the existing infrastructure system by mode. This task will result in the mapping of the key corridors and the identification of existing gaps, barriers, and opportunities from multiple modal perspectives. As an example, from a pedestrian perspective the creation of an enhanced pedestrian corridor along France Avenue between the 70th Street and 66th Street would provide an opportunity to overcome the barrier created by France Avenue and the cross streets within the area. From a bicyclist perspective on the same corridor, there is a need to provide enhanced connections to the wider city and regional bicycle networks, such as the Edina Promenade and the proposed regional trail along 76th Street. From a modal perspective, project termini will vary (i.e., four blocks for a sidewalk and 0.5 miles for the bike trail).

Task 4: Identification of Street Typologies

The Living Streets Plan must seek to balance the need to move traffic, encourage non-motorized transportation, accommodate differences in neighborhood character, support land use type (residential, commercial, industrial), capture and treat stormwater, expand the urban forest. To balance these

sometimes competing objectives it is important to understand the characteristics of the Edina street system. The information developed in Task 3 will be used to identify a range of street typologies within the city, based on common characteristics (i.e., traffic volumes, importance to the pedestrian and bicycle networks, land use, etc.). These street typologies will include categories for both roadway segment and intersection treatments. This process will expand upon the existing functional classification of the city's streets based on land use and context (i.e., commercial areas, schools, parks, etc.). The resulting street typologies will be used to guide the design of improvements.

Task 5: Design Guidance

The Edina Living Streets Plan will include a range of design guidelines and tools correlated to the Street Typologies described in Task 4. This task will include the development of a toolbox of best practices for pedestrian/bicycle facility improvements, stormwater management techniques, and active living practices, as well as illustrative design templates for the most common street typologies (assumes up to 12 templates). This design guidance will be used to inform the project evaluation process (see Task 6) and is intended to supplement and guide standing practices related to City of Edina streets.

The living streets toolbox and templates are intended to provide design guidance and should be implemented in a flexible manner with specific design elements developed on a project-by-project basis. The goal of this design guidance is to encourage non-motorized transportation, achieve impervious surface reduction and stormwater treatment in the right-of-way, and to create less resource consumptive streets that serve the people of Edina.

Task 6: Project Evaluation Process

The Edina Livings Streets Vision sets the stage for a holistic re-invention of the City's street system. In order to implement this vision, the appropriate modal balance and functionality of each street must be evaluated prior to design of the project. In order to facilitate this understanding, the Edina Living Streets Plan will establish a unique project evaluation process. Using the street typologies (Task 4) and design guidance (Task 5) as a starting point, a process to evaluate the context, modal balance, and functionality of each project will be developed.

This checklist style approach generally begins with defining the real problem (i.e., problem statement) being addressed in a given project and understanding the varying characteristics of the project area in terms of roadway segments and intersections. Targeted technical analysis is completed to build this understanding. Included are traditional traffic analyses such as highway level of service (LOS) and safety evaluation, as well as an additional level of analyses to define modal priorities such as multimodal LOS calculations, off-peak analysis, multimodal safety review, and modal travel shed delineation.

A functional analysis is then completed to understand modal priorities and site specific issues such as land use and environmental considerations. This evaluation will allow the project to be calibrated to the unique context of a given location, rather than simply applying traditional design standards. As an example, both France Avenue and Vernon Avenue are functionally classified as A-Minor Arterial routes. As France Avenue provides vehicle access to region retail and job centers, its modal priorities would be very different than Vernon Avenue which serves neighborhood commercial and single family residential uses. Determining the appropriate modal emphasis will allow a project to be designed with the appropriate range of users in mind.

A check list of other contextual considerations will be developed to further refine the project problem statement. Considerations such as jurisdiction, land use, overlapping initiatives (i.e., is the project identified in the Bike or Safe Routes to School Plan?), and stormwater concerns should also be explored in an effort to identify project synergies or "win-win" situations. .

This process will culminate in the selection of design elements based on common street typologies (Task 4) and design guidance (Task 5), but also calibrated to the individual project site based on stakeholder expectations, jurisdictional requirements, modal balance, and the functionality. This task will result in the development of a work flow process and a series of checklists to guide project implementation.

Task 7: Final Report

By starting with the end product in mind, the project team will shape the final report throughout the study process. The final report is anticipated to include the following elements:

- Introduction and background
- Existing systems inventory
- Street typologies
- Design guidance
- Project evaluation
- Identification and prioritization of projects

APPENDIX I

Recommendation to Set Public Hearing, Notice of Public Hearing to Residents and Notice of Public Hearing Advertisement

REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL

Agenda Item #: IV. C.

From: Wayne D. Houle, PE, Director of Engineering

Action ☒
Discussion ☐
Information ☐

Date: November 5, 2012

Subject: Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

Action Requested:
Approve Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012 for the following neighborhoods:

- Mendelssohn A Neighborhood Roadway Reconstruction, Improvement No. BA-393
- Normandale Neighborhood Roadway Reconstruction, Improvement No. BA-394
- Braemar Hills B Neighborhood Roadway Reconstruction, Improvement No. BA-395
- St. Patrick's Lane Reconstruction, Improvement No. BA-396
- Gleason Circle Reconstruction, Improvement No. BA-397
- Lake Edina Neighborhood Roadway Reconstruction, Improvement No. BA-398

Information / Background:
City staff is requesting public hearings for six neighborhood street reconstruction projects to be held on a special City Council Meeting date of December 11, starting at 6 PM. All projects are initiated by staff. Staff is hosting two additional informational meetings for the Normandale Neighborhood and the Lake Edina Neighborhood on November 7 due to comments from the Edina Transportation Commission meeting on October 25. Any comments from these meeting will be incorporated into the Feasibility Reports that will be submitted to the City Council on November 20.

Attachments:
Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

RESOLUTION NO. 2012-145
SET PUBLIC IMPROVEMENT HEARINGS FOR DECEMBER 11, 2012
FOR NEIGHBORHOOD RECONSTRUCTION FOR:
MENDELSSOHN A, IMPROVEMENT NO. BA-393
NORMANDALE, IMPROVEMENT NO. BA-394
BRAEMAR HILLS B, IMPROVEMENT NO. BA-395
ST. PATRICK'S LANE, IMPROVEMENT NO. BA-396
GLEASON CIRCLE, IMPROVEMENT NO. BA-397
LAKE EDINA, IMPROVEMENT NO. BA-398

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 11th day of December, 2012, in the Council Chambers at City Hall at 6:00 p.m. to consider street reconstruction in the neighborhoods of:

- Mendelssohn A, Improvement BA-393;
- Normandale, Improvement No. BA-394;
- Braemar Hills B, Improvement No. BA-395;
- St. Patrick's Lane, Improvement No. BA-396;
- Gleason Circle, Improvement No. BA-397;
- Lake Edina, Improvement No. BA-398.

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearings and improvements as required by law.

Dated: November 5, 2012

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 November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

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

_____
City Clerk

November 21, 2012

NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-398
LAKE EDINA NEIGHBORHOOD ROADWAY RECONSTRUCTION

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for Lake Edina Neighborhood. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is $3,092,500. The cost of the project will be funded by special assessment. The estimated cost per assessable lot is $12,500 per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

4700 to 4725 Aspasia Cir, 4800 to 4916 Aspasia La, 4500 to 4912 Hisbiscus Ave,
7401 to 7505 Kellogg Ave, 4901 to 4921 Lantana La, 4800 to 4913 Larkspur La,
7201 to 7252 Monardo La, 4700 to 4720 Phlox La, 4900 to 4952 Poppy La,
4501 to 4525 Sedum La, 4700 to 7217 Trillium La, 7400 to 7511 West Shore Dr.

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:
http://edinamn.gov/index.php?section=lake_edina_roadway_reconstruction

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

ENGINEERING DEPARTMENT
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www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

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3102824220015
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3102824220007
Ann Marie Lynch
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3102824220016
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3102824220058
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3102824220057
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3102824220044
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3102824220056
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3102824220055
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3102824220047
Rachel Rienschel
4904 Aspasia La
Edina, MN 55435

3102824220053
Sharla & Philip Nyvall
4905 Aspasia La
Edina, MN 55435

3102824220048
William Togstad
4908 Aspasia La
Edina, MN 55435

3102824220052
Gerald Lundeen
4909 Aspasia La
Edina, MN 55435

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Miriam Goldberg
4912 Aspasia La
Edina, MN 55435

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Trisha Larson Mccabe
4913 Aspasia La
Edina, MN 55435

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Pamela & Michael Welch
4916 Aspasia La
Edina, MN 55435

3102824310027
Mark Ahern
4500 Hibiscus Ave
Edina, MN 55435

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Doyle Young
4504 Hibiscus Ave
Edina, MN 55435

3102824310032
Charles Drees
4505 Hibiscus Ave
Edina, MN 55435

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Constance Hall
4508 Hibiscus Ave
Edina, MN 55435

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Dwight Lindquist
4509 Hibiscus Ave
Edina, MN 55435

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Thomas & Marie Sullivan
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Edina, MN 55435

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Sheryl Skulley
4515 Hibiscus Ave
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Richard Jensen
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John & Deborah Wagner
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John & Carol Kuntz
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Lucetta Klos
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Edina, MN 55435

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Kirstin & Gary Perkins
4600 Hibiscus Ave
Edina, MN 55435

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Patricia & Alan Grazzini
4604 Hibiscus Ave
Edina, MN 55435

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Jean & James Domke
4608 Hibiscus Ave
Edina, MN 55435

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David Born
4701 Hibiscus Ave
Edina, MN 55435

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Peter Smead
4704 Hibiscus Ave
Edina, MN 55435

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Paul & Naomi Thomsen
4705 Hibiscus Ave
Edina, MN 55435

3102824320003
Robert Horstman Sr
4708 Hibiscus Ave
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Jason & Elisabeth Peterson
4709 Hibiscus Ave
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H Michael Mullinix
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Greer & Douglas Hawkins
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John Demoss
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Herbert & Diane Lefler
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Paul Rosenthal
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Karen Anderson
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Vernon Heath
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David & Angela Buyse
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William & Susan Webb
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Neal & Mia Blanchett
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Abigail Nesbitt
4741 Hibiscus Ave
Edina, MN 55435

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Lee Nesbitt
4745 Hibiscus Ave
Edina, MN 55435

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Glenn & Barbara Perkins
4749 Hibiscus Ave
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3102824230064
Sonny Adams
4753 Hibiscus Ave
Edina, MN 55435

3102824230031
Michelle & Joseph Witchger
4754 Hibiscus Ave
Edina, MN 55435

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Lynda & James Mader
4757 Hibiscus Ave
Edina, MN 55435

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Raymond & Lynne Gryga
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Edina, MN 55435

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Daniel & Amy Hare
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Edina, MN 55435

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Grace & Donald Pierce
4804 Hibiscus Ave
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Lucia & Gary Copland
4805 Hibiscus Ave
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Lynn Swon
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Delores Anderson
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Jinnet Fowles C/O Jan Delcalizo
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John & Janis Merrill
4900 Hibiscus Ave
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3102824230058
Naip Tuna
4901 Hibiscus Ave
Edina, MN 55435

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Roger Christensen & Kristine Eide-Christensen
4904 Hibiscus Ave
Edina, MN 55435

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Rick Hammond & P Jane Fox
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Edina, MN 55435

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Harry Lichy
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Carol Logan
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Meredith & Eric Wold
4912 Hibiscus Ave
Edina, MN 55435

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Sandra & James Petersen
7401 Kellogg Ave
Edina, MN 55435

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Mary & Kevin Kachan
7405 Kellogg Ave
Edina, MN 55435

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Laura Schleck
7408 Kellogg Ave
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Karen Houle
7409 Kellogg Ave
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Steven & Leslie Curry
7411 Kellogg Ave
Edina, MN 55435

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Marcy & David Camarotto
7412 Kellogg Ave
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Thomas Berzinski
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Edina, MN 55435

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Cynthia McNulty Coughlin
7417 Kellogg Ave
Edina, MN 55435

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Thomas Terwilliger
7421 Kellogg Ave
Edina, MN 55435

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Rosemary & Arthur Janousek
7501 Kellogg Ave
Edina, MN 55435

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Arthur Lowell
7505 Kellogg Ave
Edina, MN 55435

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Patti Ellingson-Solheim & Robert Solheim
4901 Lantana La
Edina, MN 55435

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Hugh & Ella Haman
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Edina, MN 55435

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Dale & Carol Bosch
4909 Lantana La
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William & Claire Gernbacher
4913 Lantana La
Edina, MN 55435

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Suzanne & Paul Murakami
4916 Lantana La
Edina, MN 55435

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Susan & Daniel Brown
4917 Lantana La
Edina, MN 55435

3102824220078
Jennifer Davis-Schoenacker
4920 Lantana La
Edina, MN 55435

3102824230001
Li Juan Tan & Han Qiang Guan
4921 Lantana La
Edina, MN 55435

3102824220081
Dale & Kristi Mensch
4800 Larkspur La
Edina, MN 55435

3102824220040
Kathryn & Daniel Farley
4801 Larkspur La
Edina, MN 55435

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Adrian Anderson
4805 Larkspur La
Edina, MN 55435

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Rebecca & Charles Heikenen
4809 Larkspur La
Edina, MN 55435

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Stephen Griffiths
4812 Larkspur La
Edina, MN 55435

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Suzanne & Barry Stoltenberg
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Edina, MN 55435

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Julie & Daniel Baron
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Edina, MN 55435

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Kathleen Amlaw
4820 Larkspur La
Edina, MN 55435

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Margaret Garrett
4821 Larkspur La
Edina, MN 55435

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Linda Petersen
4824 Larkspur La
Edina, MN 55435

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Michael Zamyslowski
4825 Larkspur La
Edina, MN 55435

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John & Joan Adams
4900 Larkspur La
Edina, MN 55435

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Allan Giese
9551 Marshall Rd
Eden Prairie, MN 55347

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Erica & Douglas Wattson
4904 Larkspur La
Edina, MN 55435

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Steven Koenig
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Joanne & Donald Anderson
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Edina, MN 55435

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Robert & Kathy Laedtke
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Neerada Jacob & Josy Mathew
4913 Larkspur La
Edina, MN 55435

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Virginia & Jon Dixon
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Leonard Larson Jr
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Grayce Muske
7205 Monardo La
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Renee Raether
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Richard Ellis
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William & Judith Rieckhoff
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Mark Eckstein
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Eric & Anne Marie Johnson
7216 Monardo La
Edina, MN 55435

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Douglas & Sarah Jones
4701 Aspasia Cir
Edina, MN 55435

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Kurt Kiddoo
7220 Monardo La
Edina, MN 55435

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Terrence & Divine Thomas
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Gene Moody
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John Brost & Amy Anderson
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Thomas Randall
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Matthew & Julie Baker
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Richard Raming Jr & Ginna Raming
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John & Rachel McKeehen
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Edina, MN 55435

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Christine Blue
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Edina, MN 55435

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Thomas Brink & Gretchen Schellhas
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Edina, MN 55435

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Edina, MN 55435

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Richard & Cathy Clarke
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Edina, MN 55435

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Vera Reed
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Edina, MN 55435

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Jean & James Faklis
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Carolyn & James Cardle
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Paul Thomas Kibbe
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Linda & Henry Berman
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Reid Lindquist
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William & Danielle Fitzsimmons
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Fred & Christa Neff
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Ronald & Lori Lee
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Erika Quam-Perry & Eric Perry
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Samuel Ka-Sheng Yue
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Gary & Denise Wood
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Bette Anderson
4936 Poppy La
Edina, MN 55435

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David Pan
1404 Bluebill Bay Rd
Burnsville, MN 55306

3102824320046
Nabila & Mohamed Khaleel
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James Scattergood
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James Hefferan
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Jeffrey Couchman
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Mamadou & Kathy Diaby
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John & Janice Velgersdyk
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Nancy & Michael Teasdale
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Barton Epstein
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Bernadette Daly
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John Stang
4525 Sedum La
Edina, MN 55435

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D A Hendrickson
4700 Trillium La
Edina, MN 55435

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Shannon & John Sieve
4708 Trillium La
Edina, MN 55435

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Susan & Dwayne Kanne
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Peter & Beth Choukalas
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Mary & Donald McNaught
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Peter & Michele Johnson
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John & Catherine Kirchner
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Colin Mackay
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Leigh Mazion
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Edina, MN 55435

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William Kaemmerer III & Carol Kaemmerer
4900 Trillium La
Edina, MN 55435

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Wade & Teresa Hermes
4903 Trillium La
Edina, MN 55435

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Michael Vossen
4904 Trillium La
Edina, MN 55435

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Ryan Archer
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Andy Poncius
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Lawrence Thompson
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Lori & Brian Hedberg
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Curtis & Annette Cullison
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Kim & Karl Poncius
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Julie Ann & Gary Freie
4921 Trillium La
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Lowell Wigdahl
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Joe Wang
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Thomas Lyon
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Mary Granquist
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Kelley & Charles Wojack
7212 Trillium La
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Michael Roddy
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Paul Linstroth
7217 Trillium La
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Veula Possis
7400 West Shore Dr
Edina, MN 55435

3102824310018
Marlene & Alfred Wendt
7401 West Shore Dr
Edina, MN 55435

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Dean Mathews III
7404 West Shore Dr
Edina, MN 55435

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Thomas & Joan Madsen
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Timothy Nasby
7408 West Shore Dr
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H Elaine Buzby
7409 West Shore Dr
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Thomas & Linda Bracken
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Robert Krutz Jr & Diane Piri
7413 West Shore Dr
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Gretchen Salyards
7416 West Shore Dr
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John Berg
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Timothy & Kim Dulas
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Sara & Derek Johnson
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Nancy & Geoffrey London
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Philip Sherry
7425 West Shore Dr
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K V Hodges
7428 West Shore Dr
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Ann Benson
7429 West Shore Dr
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Lionelm & Jo-Ann Blatchley
7432 West Shore Dr
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Cosette & Brian Decesare
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Peter Moe & Christine DeMoss Moe
7436 West Shore Dr
Edina, MN 55435

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Dean Tortorelis
7437 West Shore Dr
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Timothy & Kristin Gibbs
7440 West Shore Dr
Edina, MN 55435

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Marilee Hanson Et Al
7441 West Shore Dr
Edina, MN 55435

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Thomas & Cheryl Cooper
7444 West Shore Dr
Edina, MN 55435

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Marilyn Jensen
7445 West Shore Dr
Edina, MN 55435

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Marcia & Barry Morgan
7448 West Shore Dr
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Joseph Stoutenburgh
7449 West Shore Dr
Edina, MN 55435

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Diana & David Hellerman
7453 West Shore Dr
Edina, MN 55435

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William Hanson Jr & Felicity Hanson
7457 West Shore Dr
Edina, MN 55435

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Carl Olson
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Betty Connors
7504 West Shore Dr
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Nicole & Joseph Hulbert
0 West Shore Dr
Edina, MN 55435

3102824330023
Lilian Wai-Kwan Choi
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CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

LAKE EDINA NEIGHBORHOOD ROADWAY RECONSTRUCTION

IMPROVEMENT NO. BA-398

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

Lake Edina Neighborhood Roadway Reconstruction	Estimated Total Assessment Cost
Improvement No. BA-398	$3,092,500

The area proposed to be assessed by the proposed improvements includes all properties between and including:

4700 to 4725 Aspasia Cir, 4800 to 4916 Aspasia La, 4500 to 4912 Hisbiscus Ave, 7401 to 7505 Kellogg Ave, 4901 to 4921 Lantana La, 4800 to 4913 Larkspur La, 7201 to 7252 Monardo La, 4700 to 4720 Phlox La, 4900 to 4952 Poppy La, 4501 to 4525 Sedum La, 4700 to 7217 Trillium La, 7400 to 7511 West Shore Dr.

These properties are proposed to be assessed at approximately $12,500 per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

APPENDIX J

Edina Transportation Commission Review Data and Meeting Minutes

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 25, 2012
6:00 P.M.

CALL TO ORDER

Director Houle called the meeting to order in the absence of the chair and vice-chair. He explained that the bylaws require the commission to nominate an acting-chair under this circumstance. **Member Janovy was nominated as acting-chair by member Franzen and the nomination was seconded by member Surya. No other nominations were made and the nomination closed. All voted aye. Motion carried.**

APPROVAL OF MEETING AGENDA

Motion was made by member Franzen and seconded by member LaForce to approve the meeting agenda.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF SEPT. 20, 2012

The following corrections were made: Page 2, Traffic Safety Committee, 3rd paragraph, delete *'30 mph'* and replace with *'25 mph;'* delete *'pick the speeds that 85% of drivers are traveling'* and replace with *'the 85th percentile speed is the speed at which 85% of drivers are traveling at or under;'* and page 3, delete *'None'* and add *'Receive minutes of Aug. 14, 2012.'* **Motion was made by member LaForce and seconded by member Surya to approve the amended minutes of Sept. 20, 2012. All voted aye. Motion carried.**

COMMUNITY COMMENT – None.

REPORTS/RECOMMENDATIONS

do.town Update

Mr. Flynn Rico-Johnson explained the do-town initiative is a partnership with the cities of Bloomington, Edina and Richfield and Blue Cross Blue Shield of Minnesota which aims to address unhealthy and inactive lifestyles and make residents healthier. They are doing this by conducting walking audits. Residents volunteer to walk certain streets and evaluate the infrastructure to see what is wrong with it. He said the point is not to avoid certain streets but to identify what can be done to make improvements, e.g. no sidewalk, no streetlights, etc. The audits are for people of all ages and focus on places most often traveled such as schools, parks, major shopping districts, etc. He said Edina is a vibrant city and they are looking for ideas and help with getting the information out so that they can do more audits and help the City address the concerns when projects are done.

Member Janovy said the City Council and the ETC received letters from residents that have done the walking audit. She asked if the audit is better done person by person or in a group. Mr. Rico-Johnson said the 50th/Halifax Ave area audit included different families and this brings different perspectives because each family may have different reasons for walking and because of this, they prefer to have as many people involved. He said they would like to do walking audits during the winter too and volunteers can contact him at flynn@do-town.org or info@do.town.org.

Member Janovy asked if they are doing similar audits for biking and he said it is more difficult to do but they are working on it. He said the biking audit can be done by an individual riding his/her favorite route and evaluating it.

Hennepin County Pedestrian & Bicycle Plan

Ms. Rose Ryan, pedestrian and bicycle planner with Hennepin County said they are working on their first ever county-wide pedestrian plan funded by a five year grant from the Centers of Disease Control called Communities Transformation Grant. She said the purpose is to prevent chronic disease and since walking is an easy physical activity with great benefits, they are using pedestrian/ bicycle planning to set up a framework for a healthy community design.

To accomplish their goals of increasing the rates of walking, safety of walking and improved health of county resident, Ms. Ryan said they will be identifying sidewalk gaps, difficult crossings, prioritize improvements to the pedestrians system and coordinate with other agencies/organizations to reach their goals.

Ms. Ryan said planning began this past summer with 10 workshops in various communities and the final plan will be submitted to the County Board next summer. She asked for feedback and said the draft plan would be available for review.

Mr. Houle noted that the map of existing sidewalks in Edina that Ms. Ryan was working from was inaccurate as it reflected proposed sidewalks and not actual sidewalks. Some areas suggested were missing gaps on France Avenue, Xerxes Avenue, Vernon Avenue by Schaefer Road and View Lane, W. 66th from France to York, and York Avenue.

Xerxes Avenue Restriping – from 60th Street West to TH62

Director Houle said this was initiated by a resident through the TSC. The issues were congestion and lanes that are not clearly marked by TH62. This was referred to Hennepin County and they drafted a restriping plan. Area residents and city of Minneapolis are supportive of the plan and staff would like feedback from the ETC.

Two suggestions were made that Director Houle will take back to Hennepin County. They were to taper the line where parking ends to make it clear; and add no parking sign where the full width of parking ends because drivers tend to park over the white line where tapering ends.

Pedestrian and Cyclist Safety Fund Policy

Member Janovy said Manager Neal is seeking feedback from the ETC on his draft Pedestrian and Cyclist Safety Fund Policy. The franchise fee would come from Edina customers of Xcel Energy and CenterPoint Energy to be used for non-motorized transportation.

After discussion, which included the reasons for implementing the franchise fee and the lack of funding for sidewalks, the ETC suggested the following:

1. Use funds for construction only, not for staffing;
2. Change the name from Pedestrian and Cyclist Safety Fund to Active Living Infrastructure Fund to emphasize active living;
3. Identify a certain percentage that will be used for construction vs staffing;

4. Chair Nelson's suggestions which is attached;
5. Clarity on the meaning of 'maintenance' and consider changing it;

2013 Work Plan

Member LaForce likes the revised plan. Member Janovy suggested changing Living Streets Policy: Implementation to Living Streets Policy and Implementation Plan; Director Houle will check to see if Safe Routes to School Comprehensive Plan is the correct name; and change Ordinance Review for Policy to Review Ordinances for Conformance to Policy. Member Janovy asked if the $150,000 would be in the budget for the Living Streets Policy and Director Houle said he did not know.

Motion was made by member Iyer and seconded by member LaForce for members Thompson and Iyer to write an advisory communication to the City Council to consider putting $150,000 in the budget to fund Living Streets Policy development.

Member Franzen suggested laying out exactly how the $150,000 would be spent. Member LaForce concurred and said he is not sure what the amount is or should be. Director Houle said the amount was identified by the consultant and that he could contact him for a breakdown.

All voted aye. Motion carried.

2013 Neighborhood Reconstruction Projects

Director Houle presented the four 2013 Neighborhood Reconstruction Projects with the primary focus being on transportation-related reconstruction and not utility. He said a second survey was sent to residents to see if they would like sidewalks and streetlights now that they are to be funded by the franchise fees and majority of respondents said no. A special public hearing meeting is scheduled for Dec. 11 for the City Council to consider approvals.

Director Houle said the feasibility studies were also distributed to fire, police, public works, parks and recreation, the school district, and BETF for feedback, but to date, have not received any feedback. Member Janovy suggested identifying for each group how the feasibility study relates to them, e.g. identify the walking zone for the school district.

Director Houle said all of the streets in all four neighborhoods are in similar condition - - constructed in the 1960's and have alligator cracks, exposed base course and utility issues.

Mendelssohn A

Proposed improvements are new bulkhead curb and gutter, except for Spruce Road which is 14 ft. wide and will get rainbow curbs instead, and new pavement. The proposed assessment is $16,150. Member Janovy said she submitted feedback to staff on the feasibility studies. She asked if Director Houle had considered splitting this neighborhood in two and he said he hadn't but will take a look at it.

Normandale

Proposed improvements are spot repair to curb and gutter, new pavement, and a sidewalk on W. 66th Street. Proposed assessment is $16,100, including private sanitary sewer upgrades; and $12,300 for a few residents whose sanitary sewer is not in the street and therefore not required to upgrade.

Member Janovy said the BETF said West Shore Drive is a primary bike route and recommended separated bike lanes or road markings and signage. Member Iyer concurred and recommended dedicated bike lanes. He said parking should not be an issue because there is a parking lot nearby. Member Janovy suggested an off-road trail for consideration. Director Houle said he will schedule an informational meeting with residents to share the suggestions and gather feedback.

Braemar Hills B, St. Patrick's Lane, Gleason Circle

These three neighborhoods will be presented in one feasibility study but they will be approved separately by City Council. Proposed improvements are spot repair to curb and gutter and new pavement. Proposed assessments are: Braemar Hills B: $9,325, St. Patrick's Lane: $11,300, and Gleason Circle: $11,600.

Lake Edina

Proposed improvements are spot repair to curb and gutter and new pavement, plus narrowing the curb line at Hibiscus Avenue & West Shore Drive to reduce storm water run-off. Proposed assessment is $11,900.

Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon. Director Houle said he will schedule an informational meeting with residents to share the suggestion and gather feedback.

Traffic Safety Committee Report of Oct. 3, 2012

There were no action items in this report. Director Houle will follow up on the counts that were done in member Whited's neighborhood and on W. 44th Street.

Updates

Student Members

Member Schwieger noted that 'fascism' was still painted on the stop sign. Director Houle will follow up on this.

Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

Living Streets Working Group

No update.

Transportation Options Working Group

Received minutes of Sept. 18, 2012. Member Whited reported that John Dillery and Jill Hentges from Metro Transit attended the Sept. 18 meeting and talked about Metro Transit's transportation options in Edina.

Member Janovy said the time limit is up for this working group and asked if the ETC would like it to continue for another year.

Motion was made by member Franzen and seconded by member LaForce for the working group to continue for another year. Member Whited said they need new members. Director Houle will work with

communications director Bennerotte to do a press release for new members. Member Iyer suggested notifying residents who have applied for boards and commissions positions.
All voted aye. Motion carried.

Communications Committee

Member LaForce said they met with communications director Bennerotte and they now have a good sense of how the committee will work with her. First, the committee will not produce communications or set budget, but instead will provide ideas, tactics, strategies, etc. Secondly, they will provide feedback on the educational material for the Wooddale bike lanes that staff is working on. And lastly, they are planning to have online forums instead of regular meetings which are new for them so they will evaluate its effectiveness and maybe other groups could do the same.

CORRESPONDENCE AND PETITIONS

Received correspondences from City Council packet relating to transportation issues

CHAIR AND COMMISSION MEMBER COMMENTS

Member Janovy said she received a traffic safety request concerning the traffic on South View Lane that she forwarded to Director Houle. Director Houle said the request for flashing lights has been forwarded to the TSC. He said the area will not meet warrants for flashing lights and suggested reviewing the Crosswalk Policy when they create the Pedestrian Plan. In the meantime, they will be rotating the in-road pedestrian signs to this area and they should be there this week (there are 10-12 that are rotated throughout the city).

Member Iyer said he's noticed some errors on the bicycle facility map that he will forward to Director Houle.

Regarding the bike lanes on Wooddale Avenue, Member LaForce said he is hopeful that they will be able to figure out a way to help residents but he said they should be thinking about ways to reach those who are coming to the city for the first time.

STAFF COMMENTS

The biking on sidewalks ordinance will be on the Nov. 20 City Council meeting.

The Southwest Transit Environment Impact Statement is available for review in Community Development-Planning in City Hall.

Continue to observe the Wooddale Avenue advisory bike lanes and the number of signage may be reduced. Staff is considering installing yellow tabs as a temporary measure to delineate the center line. Director Houle said City of Minneapolis did the same striping on 14th Street and it did not generate the kind of responses that Edina's is getting; he also said W. 54th Street was restriped similarly and it has not generated the kind of responses either. Member Iyer asked if Edina's communication was the same or different from Minneapolis and Director Houle said it was very similar. Member LaForce asked if there have been any accidents since it was restriped and Director Houle said there have been two – one with a parked car and the other was a rear-ended.

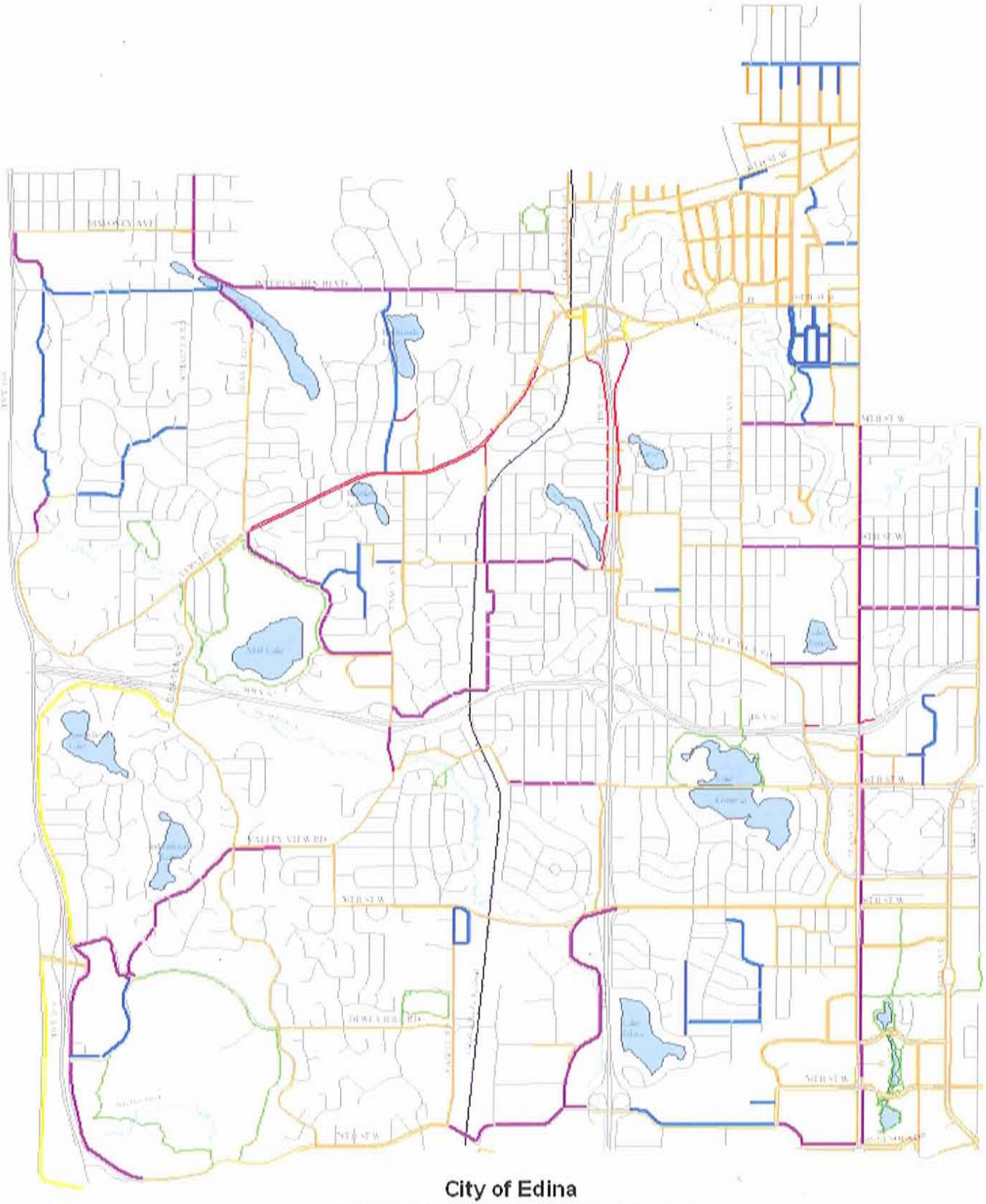
Other thoughts and suggestions were: removal of signs that are not required; W. 54th Street has symmetry with parking lanes on both sides; Minneapolis too has symmetry with parking lanes on both sides that are

often filled with parked cars while the parking lane on Wooddale is usually empty and gives the impression that it is a driving lane; adding yellow tabs could add more confusions and expectation of adding a permanent line.

Director Houle said this project has a two year experimental timeframe from the Federal Highway and staff would need their approval as well as Mn/DOTs' to make changes.

ADJOURNMENT
Meeting adjourned.

ATTACHMENT
Attendance spreadsheet.

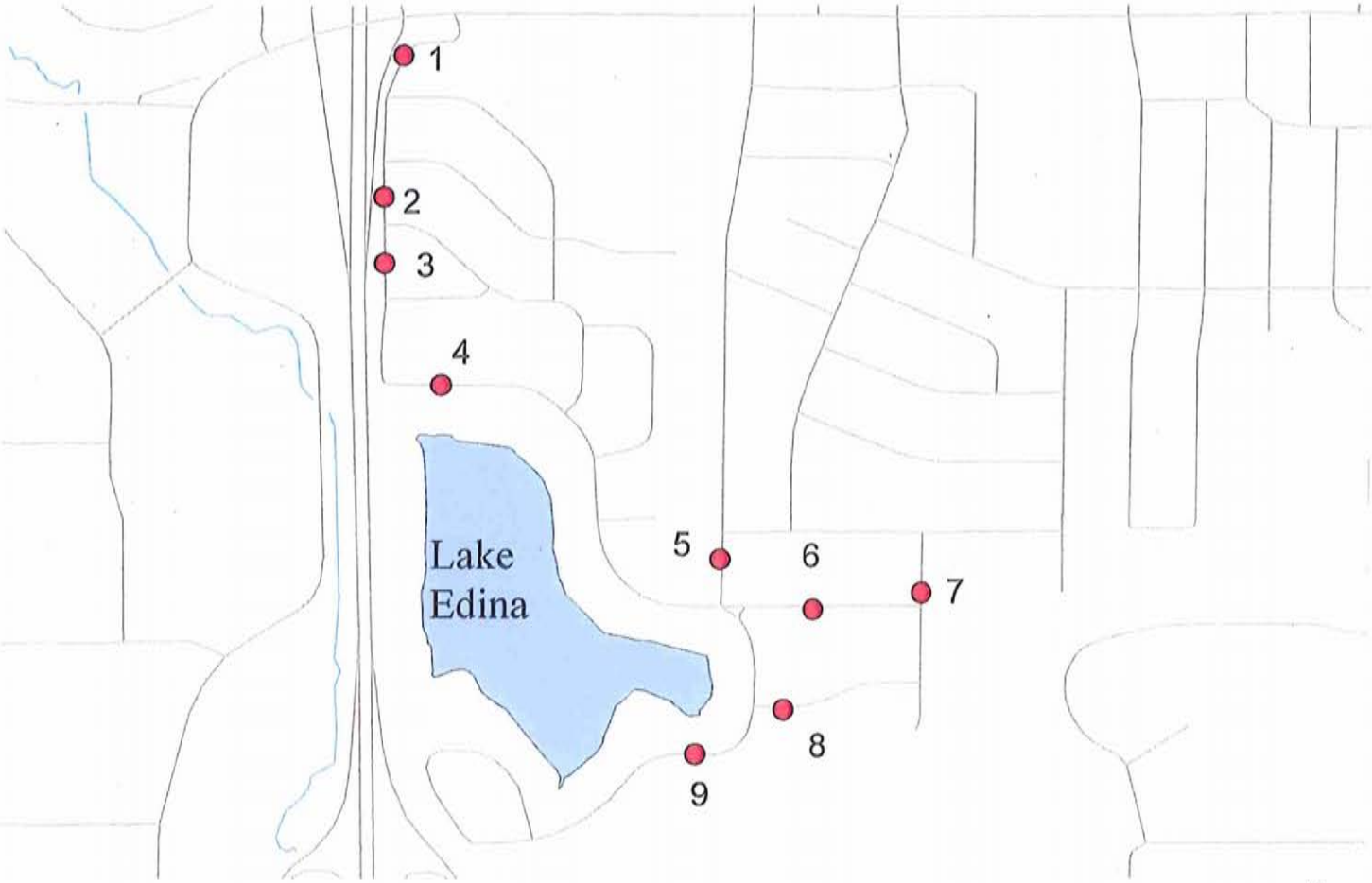


City of Edina
Draft Pedestrian Facilities - Fig 8.8

- Existing Bituminous Sidewalk
- Existing Concrete Sidewalk
- Existing Park Pathway
- Proposed Business/Park/School Sidewalk
- Proposed Sidewalk on Roads Classified Collector & Above
- Proposed State-Aid Sidewalk

Engineering Dept
December, 2011

2013 Lake Edina Traffic Counts



Location	Description	Year	Average Daily Traffic	Average Vehicles Over 25 MPH		85th Percentile Speed*
				NB	SB	
1	Normandale Road north of Larkspur Lane	2012	1259	362	261	28.7
				NB	SB	
2	Normandale Road north of Trillium Lane	2012	740	301	224	33.4
				NB	SB	
3	Normandlae Road north of Lantana Lane	2012	608	245	265	34.6
				EB	WB	
4	Hibiscus Avenue east of Normandale Road	2012	233	76	25	28.3
				NB	SB	
5	West Shore Drive south of Gilford Drive	2012	547	111	96	27.3
				EB	WB	
6	Hibiscus Avenue west of Kellogg Avenue	2012	198	47	40	28.6
				NB	SB	
7	Kellogg Avenue south of Gilford Drive	2012	284	12	26	24.6
				EB	WB	
8	Sedum Lane west of Kellogg Avenue	2012	117	6	6	24
				NB	SB	
9	West Shore Drive south of Sedum Lane	2012	376	47	49	26.2

* 85th percentile speed is the speed at which 85% of vehicles measured are travelling at or below.

CITY OF EDINA

MEMO

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com

Date: 10/22/2012

To: Chad Millner

cc:

From: Byron Theis

Re: Traffic Requests in 2013 Neighborhood Reconstruction

Chad,

I have looked at the neighborhoods that are up for reconstruction in 2013 for any recent traffic safety requests. They are listed below.

-Mendelssohn: One request for parking restrictions in 2009. Request was asked to be removed by requestor.

-Braemar Hills: No Requests

-St. Patrick's Lane: No Requests

-Gleason Circle: No Requests

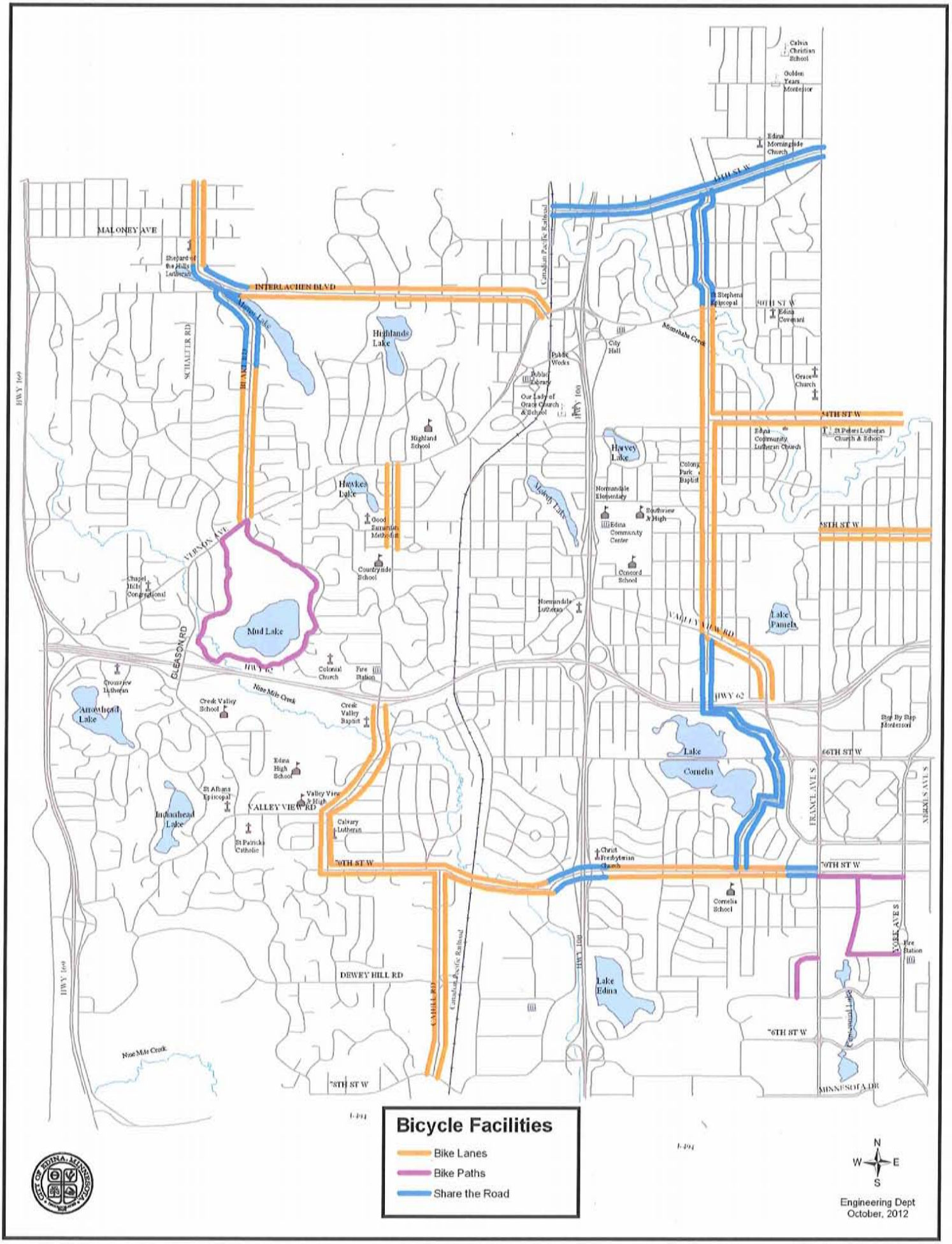
-Normandale: One request in 2009 for parking restrictions on West Shore Drive. Request was denied.

-Lake Edina: Two requests in the same area on Normandale Road between Aspasia Lane and Trillium Lane. Both requests were for speed enforcement in the area in 2009 and 2012. 2009 had no response from requestor. 2012 request was sent to EPD for enforcement after a traffic count was done.

If there are any questions about the requests, please let me know.

Regards,

Byron Theis, Traffic safety Coordinator



Bicycle Facilities
Bike Lanes
Bike Paths
Share the Road
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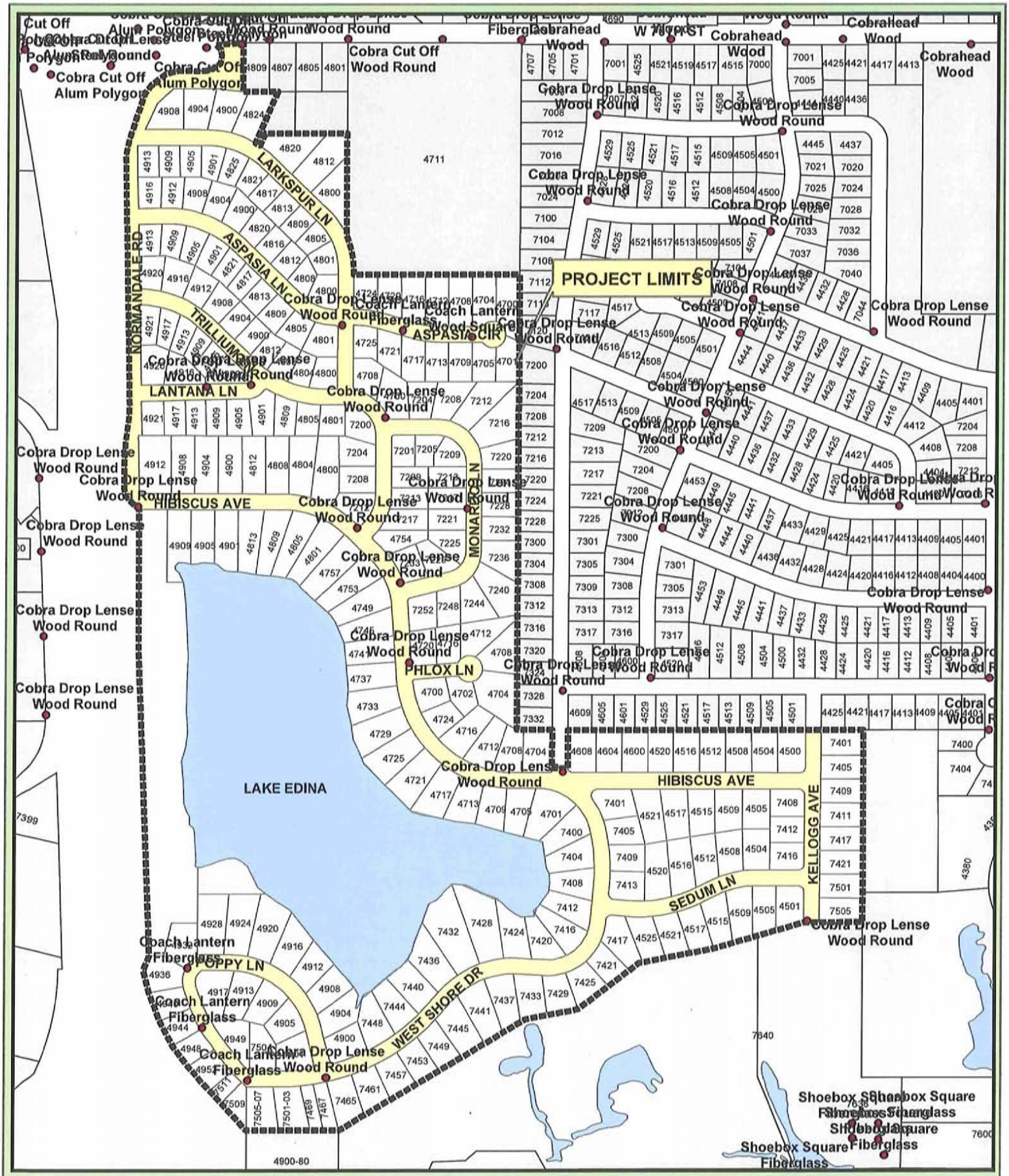
W
E
S
Engineering Dept
October, 2012
MALONEY AVE
INTERLACHEN BLVD
Highlands Lake
Hawkes Lake
Mud Lake
Arrowhead Lake
Indianhead Lake
Harvey Lake
Lake Pamela
Lake Cornelia
Lake Edina
Nine Mile Creek
Minnehaha Creek
VALLEY VIEW RD
DEWEY HILL RD
GLEASON RD
VERNON AVE
HWY 62
HWY 100
HWY 169
70TH ST W
76TH ST W
78TH ST W
66TH ST W
54TH ST W
58TH ST W
Canadian Pacific Railroad



Street Lights
Lake Edina Street Reconstruction
Improvement No: BA-398

N
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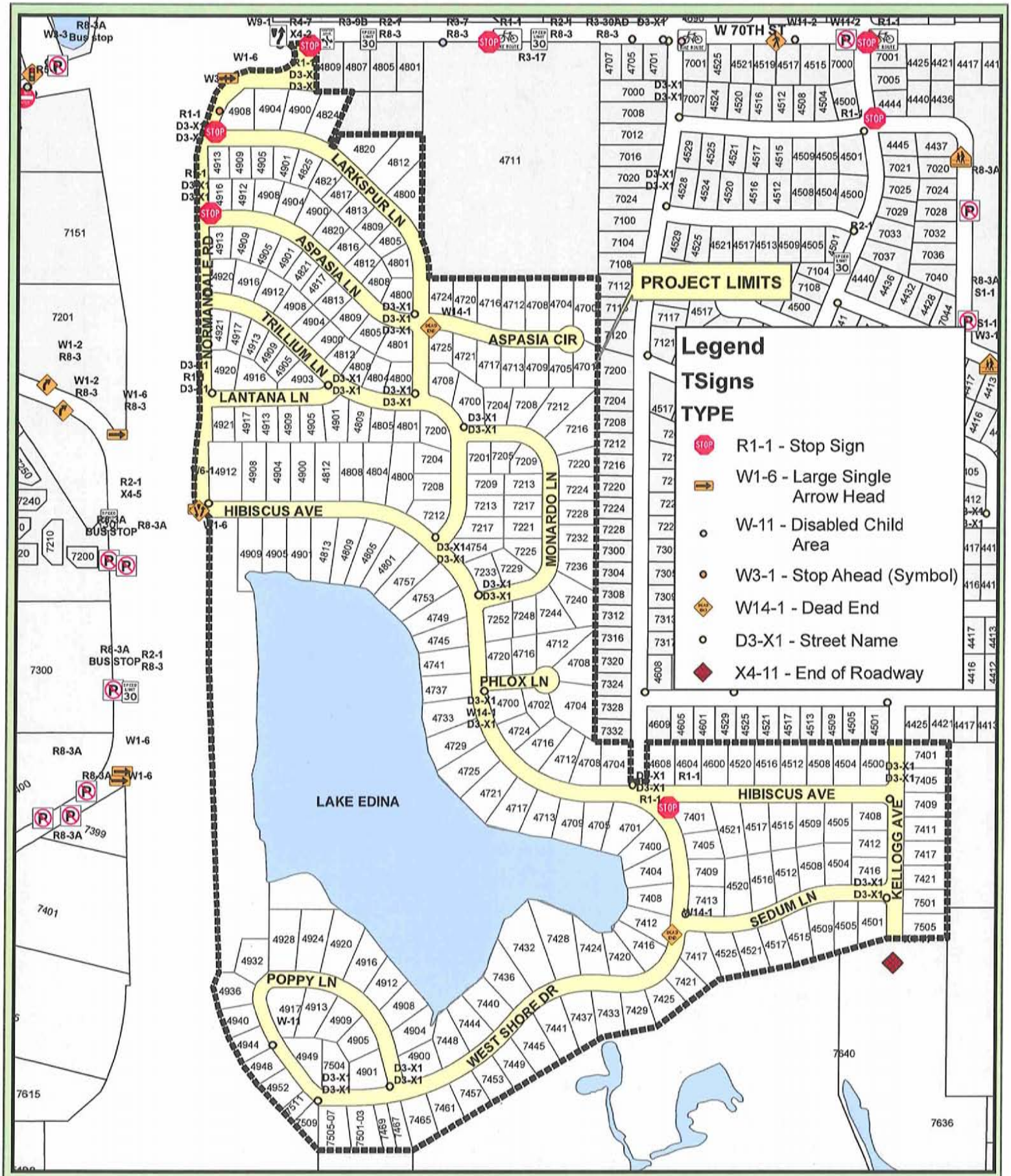
Engineering Dept
October, 2012



Signs
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398

CITY OF EDINA, MINNESOTA

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Engineering Dept
October, 2012

APPENDIX K

2013 Neighborhood Roadway Reconstruction - Sidewalk Informational Meeting

Lake Edina
Neighborhood Roadway Reconstruction

October 29, 2012

Dear Resident:

Please plan to attend an informational meeting about sidewalks from 7:30 to 8:30 p.m. Wednesday, Nov. 7 at the Public Works and Park Maintenance Facility located at 7450 Metro Boulevard.

The Edina Transportation Commission (ETC) recently reviewed a draft feasibility study for the Lake Edina Neighborhood Roadway Reconstruction Project. The ETC recommended the installation of a sidewalk along the east side of Normandale Road from West 70th Street to Hibiscus Avenue and along the north side of Hibiscus Avenue from Normandale Road to West Shore Drive. Please recall that sidewalks are no longer special assessed under the revised special assessment policy.

Please save the date of Dec. 11 for a project hearing before the City Council.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

CITY OF EDINA

Lake Edina Neighborhood Roadway Improvements Sidewalk Informational Meeting

November 7, 2012

Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A

Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Engineering Coordinator

Sharon Allison

Environmental Eng.

Ross Bintner

Asst. City Engineer

Chad Millner

Director of Engineering

Wayne Houle

Process

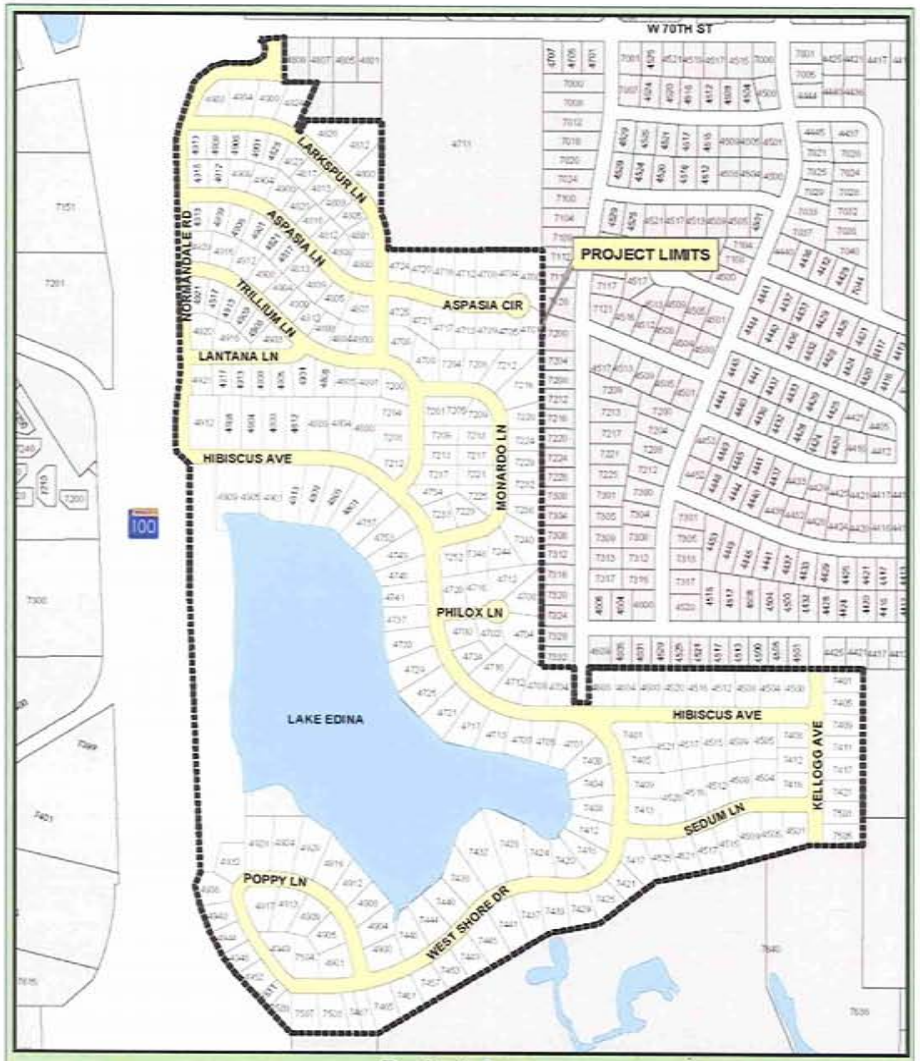
1. Evaluate infrastructure
2. **Informational meeting**
3. Feasibility study
4. Public hearing
5. Council decision
6. Project ordered
7. Planning & bidding
8. Bids awarded
9. Construction begins
10. Final assessment

Typical Timeline

August/September	Evaluate Infrastructure / Informational Meetings
October 25	Edina Transportation Commission
December 11	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall 2013	Final assessment hearing

Project Details – Lake Edina Neighborhood

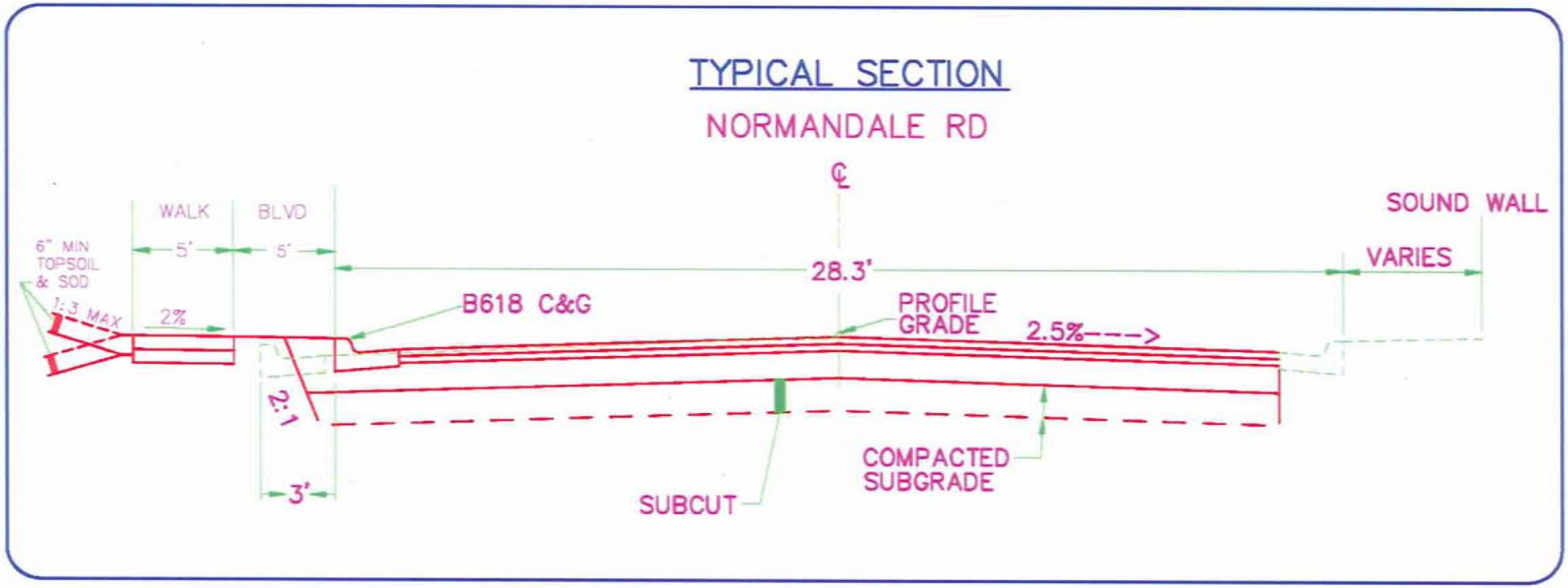
- 247 Properties
- 3.2 miles of roads
- 48,800 square yards of street pavement
- 26 fire hydrants
- 92 sanitary manholes



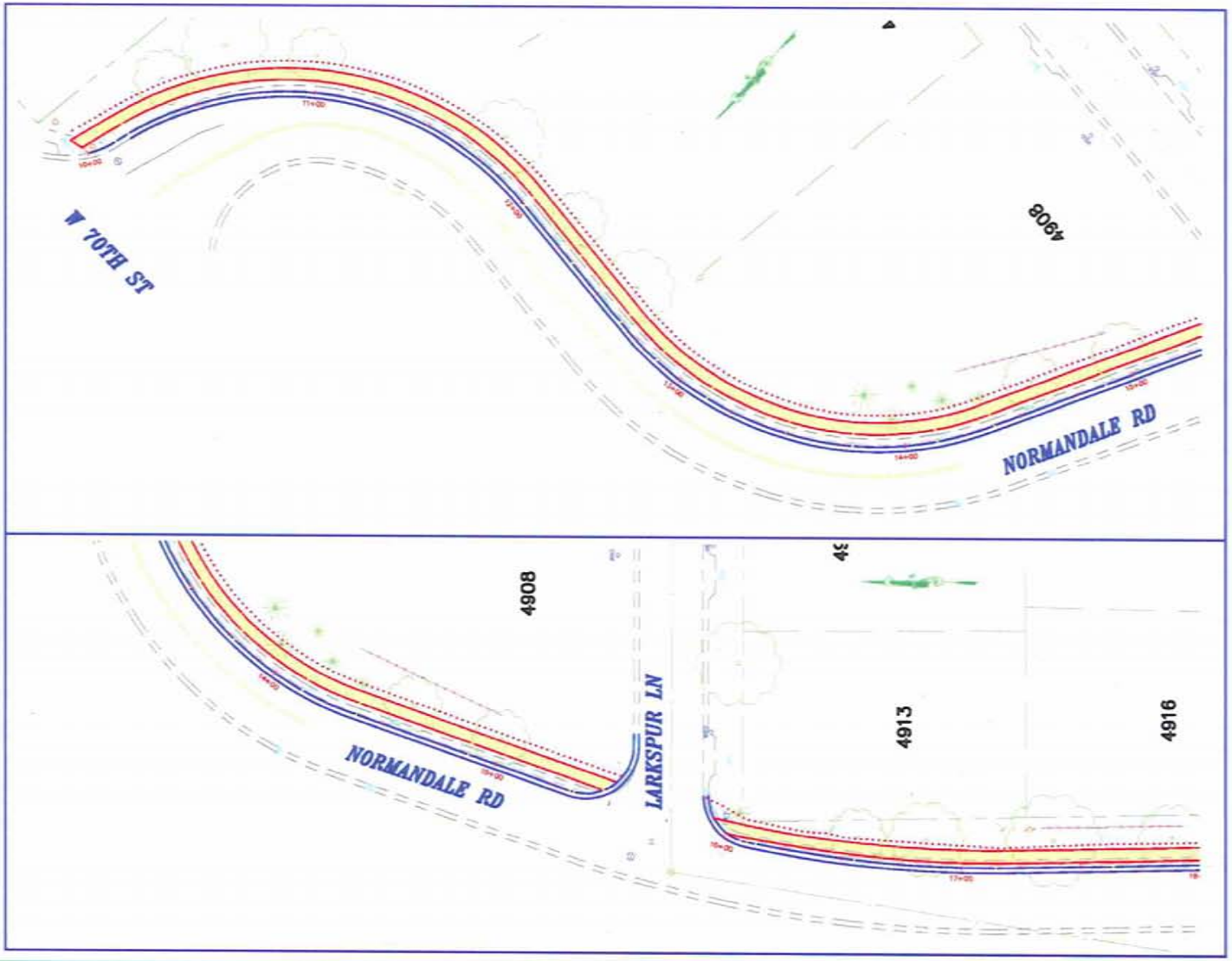
CITY OF EDINA

Existing Roadway Details – Normandale Road & Hibiscus Ave

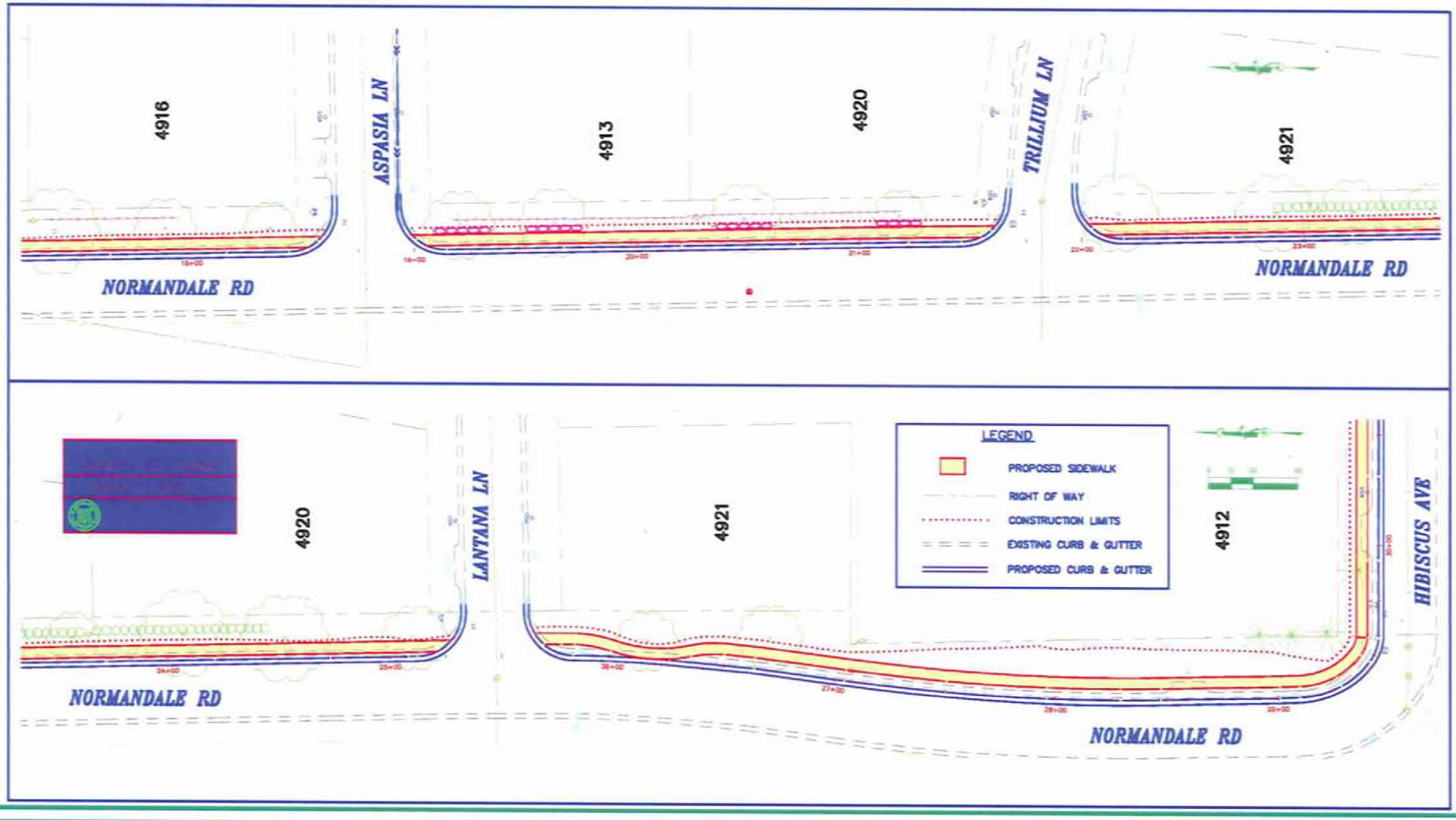
Sidewalk Details



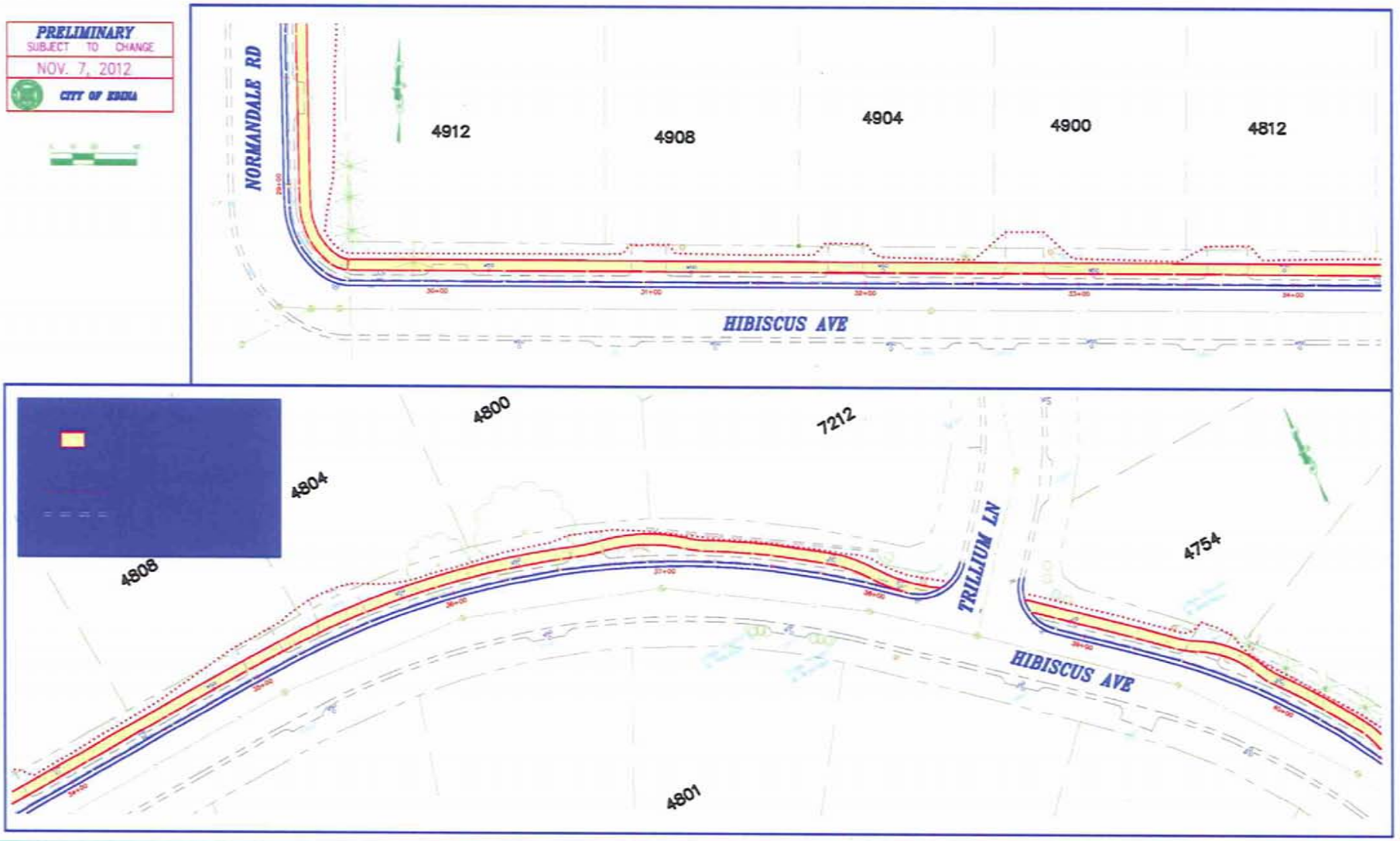
Sidewalk Details



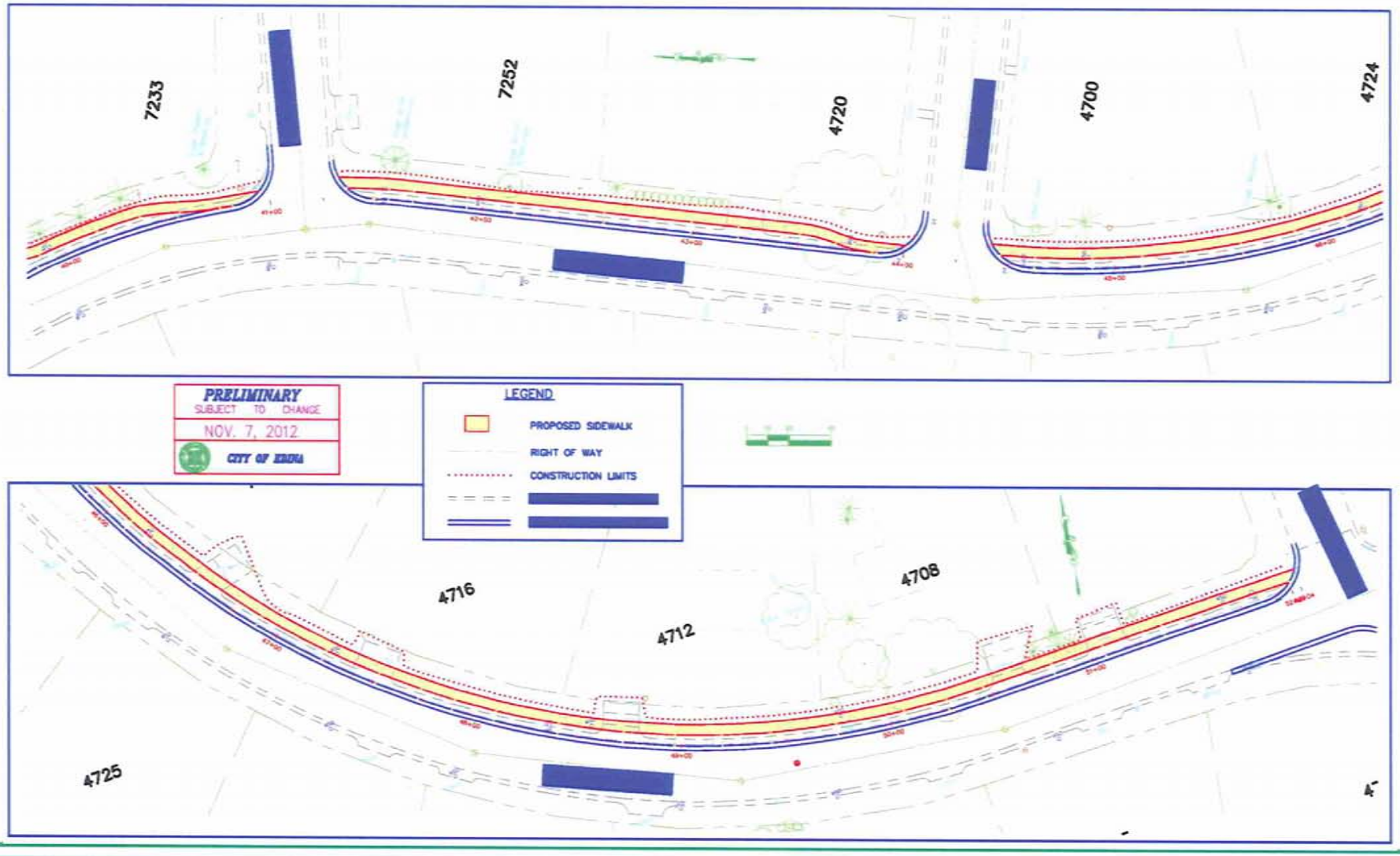
Sidewalk Details



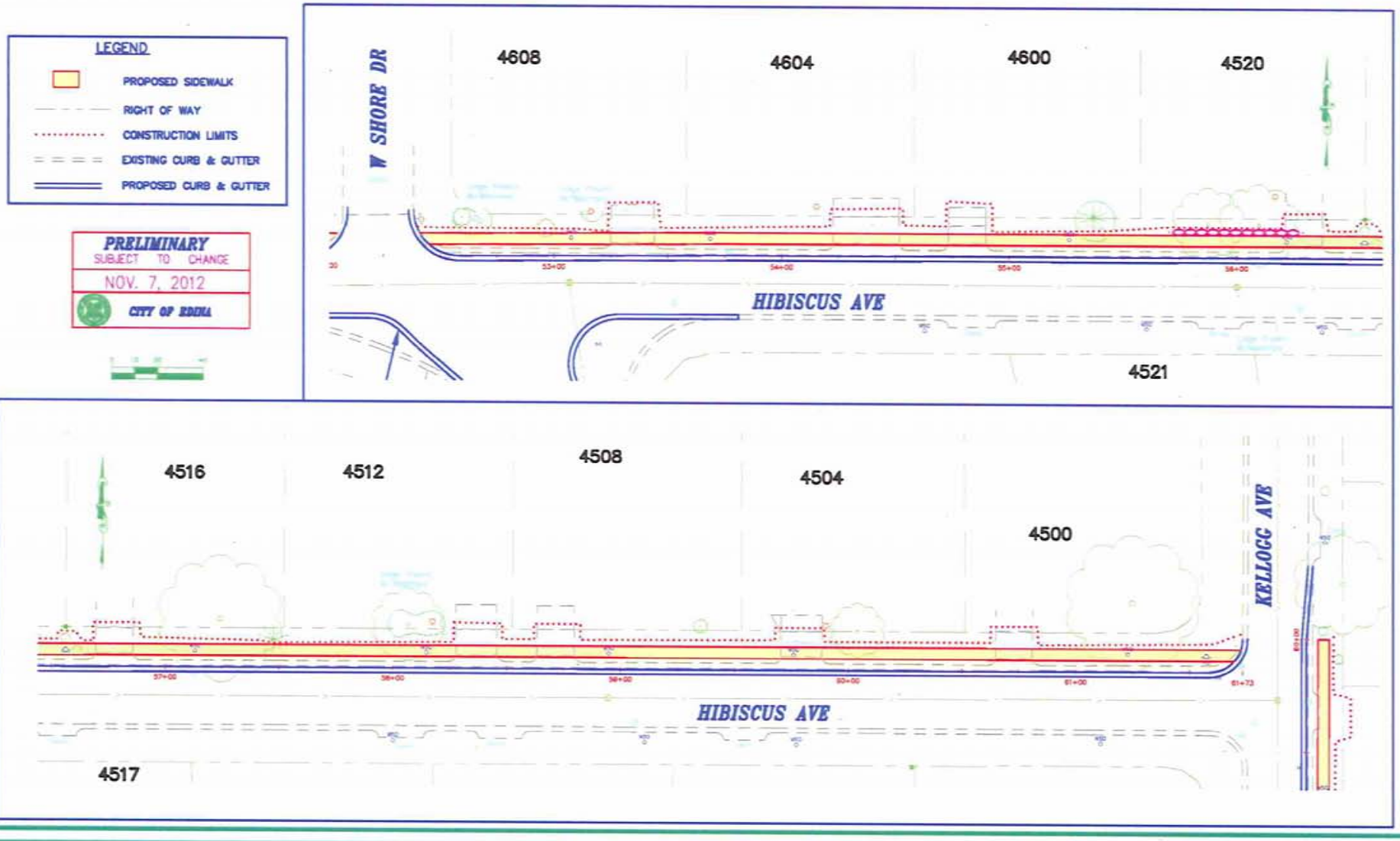
Sidewalk Details



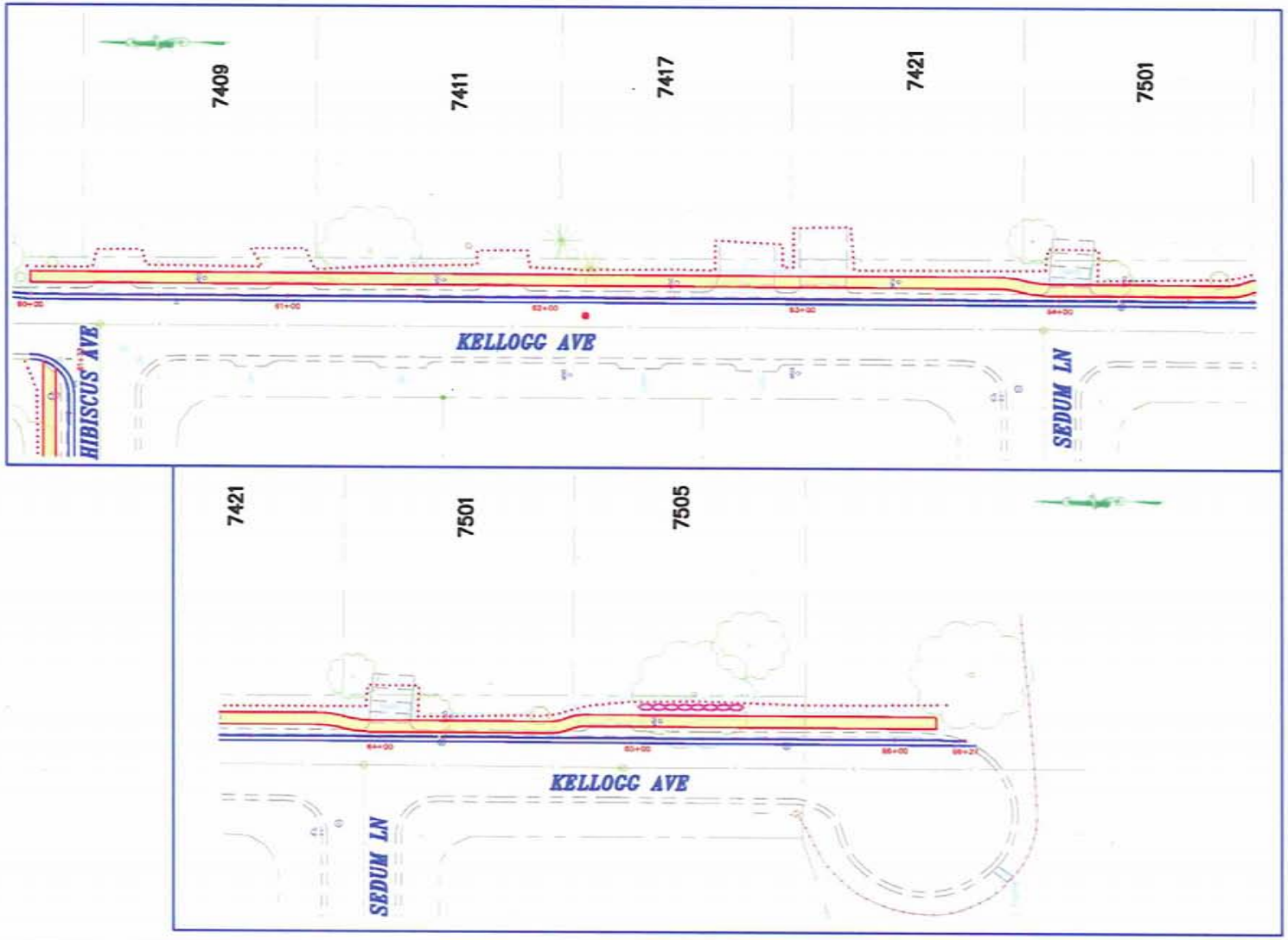
Sidewalk Details



Sidewalk Details



Sidewalk Details



Questionnaire Results

	% of Questionnaires Returned	Sidewalk Question Results	
		Yes	No
Questionnaire #1	56% (139 / 247)	9% (12)	91% (126)
Questionnaire #2	51% (127 / 247)	18% (23)	76% (97)

Notes:

1. Questionnaire #1 prior to change in assessment policy for sidewalks.
2. Sidewalks are not included in special assessments.

CITY OF EDINA

Sound Wall – Normandale Rd from 70th Street to Hibiscus Ave

CITY OF EDINA

Sound Wall – Normandale Rd from 70th Street to Hibiscus Ave

Funding

Estimated Assessments

- Roadway = $12,300 per REU
- Sound Wall Painting = $180 per REU
- Plantings = $50 per REU

What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

Providing Input

- Informational meetings, comment cards, public hearings and questionnaires

Communication Tools

- Become a neighborhood captain to help facilitate project communication.
  - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current.*
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
  - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.
- Don't delay; sign up at today's meeting!

How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

Contact Us

Email:	cmillner@edinamn.gov
	jcynor@edinamn.gov
Call:	952-826-0371
Visit:	Engineering Department
	7450 Metro Blvd.
Website:	Contact Information Provided

Thanks for your time!

Questions?

Lake Edina Neighborhood Roadway Improvements
Sidewalk Informational Meeting
November 7, 2012

	NAME	ADDRESS
1	Tom Lyon	7208 Trillium Lane
2	Don Anderson	4908 Larkspur Lane
3	Jo & John Adams	4900 Larkspur Ln
4	Kristi Mensch	4800 Larkspur ln
5	Brian Hagberg	4913 Trillium Ln, Edina
6	Bob Laedtke	4909 Larkspur Ln Edina
7	MIKE WELCH	4916 ASPASIA LN
8	Pam Welch	4916 ASPASIA LN
9	Liz & Robb Horstman	4708 Hibiscus Ave Edina
10	Linda Petersen	4824 Larkspur Lane
11	Gretchen Schellhas	7252 Morardo Ln
12	Laura & Dan Schleck	7407 Kellogg Ave.
13	Linda + Henry Berman	4901 Poppy Lane.
14	Katy Farley	4801 Larkspur Lane
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Lake Edina Neighborhood Roadway Improvements
Sidewalk Informational Meeting
November 7, 2012

	NAME	ADDRESS
1	Georgia B George	4821 Aspasia Lane
2	Liza Koenig	4905 LARKSPUR LN
3		
4	IZ. DEL KOENIG	4905 LARKSPUR LANE
5	[illegible]	4720 PHLOX LN
6	Ardis + Tom Wexler	7520 Cahill Rd. 55439
7	[illegible]	7505 Kellogg Ave S 55935
8	DENNY WITHERS	4504 SEDUM LN 55435
9	Betty Connors	7504 West Shore Dr. 55435
10	Gary Freie	4921 Trillium Lane
11	Kathy Laedtke	4909 Larkspur Lane
12	Peter Choukalas	4801 Trillium Lane
13	Daniel Baron	4817 Larkspur Lane
14	TJ Brink	7252 Monardo Lane
15	Pete Smead	4704 Hibiscus Ave
16	John C. DeMoss	4716 HIBISCUS AVE
17	Kim Poncius	4920 Trillium Lane
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2013 Neighborhood Roadway Improvement Projects
Question and Answer Session from the November 7, 2012 Sidewalk Informational Meeting
Held at Public Works and Parks Maintenance Facility from 7:30 to 8:30 pm

Number	Question	Answer
1	What about the health of the trees where sidewalk would be installed?	Every effort will be made to protect existing trees. The preliminary plans are shown on the graphics here tonight. We do not anticipate any tree removals if the sidewalk portion of the project is approved.
2	Will the installation of this sidewalk create additional impervious area?	Yes the net effect of sidewalk installation will create additional impervious area for this neighborhood. The street impervious will be reduced while the sidewalk impervious area will increase.
3	Who is the ETC?	The ETC is a group of Edina residents appointed by the City Council to review local transportation related issues. They are part of the boards and commissions that review various items of the City.
4	Who maintains the sidewalk?	Current city code states the adjoining property owners are responsible for maintenance such as snow removal. The Active Living Infrastructure Fund (ALIF) was created to fund sidewalks. Will this fund be used for maintenance purposes in the future? That is a question that will need to be addressed as a City wide sidewalk plan is established.
5	Who pays for the sidewalk? What is the estimated amount of funding for ALIF and how much would this sidewalk cost?	The sidewalk will be funded by the ALIF. It will not be assessed to the residents. ALIF is expected to generate approximately $1 million dollars a year. This sidewalk project is estimated around $300,000.
6	What is the assessment for and how does it work?	The assessment is based on a REU, residential equivalent unit. Most properties are a 1 REU. In some case, corner lots may have a 1/3 or 2/3 REU. The assessment funds 100% of the roadway costs. All the roadway costs for the project are totaled and divided by the number of REU's which is 247.7.
7	Is there a savings in the assessment by reducing the street width to allow the installation of the sidewalk?	If the sidewalk is installed, the roadway would have less paving. This may slightly reduce the assessment. The amount of this reduction is about $100 per REU when we looked at the numbers this morning. Due to this slight change in assessment amounts, we will still list the same assessment amount with or without the sidewalk.
8	What has been the practice of the City to install sidewalks?	The engineering department begins to consider sidewalks along roadways when traffic volumes are greater than 500 to 700 cars per day. There are 1100 cars per day on Normandale Road near 70th Street. On Hibiscus the volume reduces to approximately 200 cars per day.
9	Are the number of pedestrians counted / measured to determine the need of a sidewalk>?	Pedestrian movements are not counted prior to installation of a sidewalk. Sidewalk / bike facilities are built prior to demand to create a network for pedestrians to use to reach amenities within the City. It has been shown the usership increases after the facility is installed.

10	Will the City Council vote about the sidewalks at the December 11 meeting?	Yes. The Council will determine the size and scope of the project based on the feasibility study and comments received from residents. The project not only includes sidewalks but street and utility reconstruction as part of the City's neighborhood street reconstruction program.
11	Has a decision been made about improvements to the sound wall? Who maintains the wall?	MnDOT owns the wall and is responsible for graffiti control of the wall. They do not have funds to re-paint the wall but they do not object if the residents would like to do something to it within reason. They mentioned that at any time, as needed, they could perform maintenance on the wall. If plantings are in the maintenance area, they can remove those without notice. They have no plans for the wall in the foreseeable future. No final decision has been made. We are going to present two options tonight to determine if there is a preferred direction the residents would like the City to follow. The options are painting the entire or portions of the wall and/or continuing the planting of ivy and junipers along the wall. The existing plantings near Larkspur Lane would be protected in either case. Painting the entire wall would add $180 per REU and installing plantings along the entire wall would cost an estimated $50 per REU. After much discussion, the residents at the meeting prefer pressure washing the concrete wall down to the concrete so the wall is a general gray color and adding plantings along the length of the wall.
12	How does the new franchise fee work?	The new franchise fee is added to your monthly bill from both Xcel and CenterPoint. The revenues would be used to fund sidewalks, street lights, and other non-motorized transportation projects.
13	Why are we here tonight and what will be the recommendation presented in the feasibility study?	We are here tonight to present the neighborhood with information about the recommendations of the Edina Transportation Commission (ETC). Last year a sidewalk was added to a project from an ETC recommendation without having an informational meeting for the neighborhood prior to the public improvement hearing. We do not want to present new information at a public improvement meeting. After tonight we recommend letting the council know what your views are about sidewalks within this project by either e-mailing them or attending the public improvement hearing on December 11. Staff will present all the information to the council for them to make a decision on the sidewalk portion of the project.
14	Can additional stop signs be added along Normandale Rd if the sidewalk is installed along the west side of Normandale Rd?	To add additional stop signs to a neighborhood, a resident would file a request with the traffic safety coordinator. The coordinator would measure traffic volumes and review other information to determine if additional stop signs are warranted.