DRAFT FEASIBILITY STUDY

BREDESEN PARK D NEIGHBORHOOD ROADWAY IMPROVEMENTS

Aspen Road, Tamarac Avenue, Tamarac Lane, Walnut Drive, W 60th Street

IMPROVEMENT NO. BA-409

September 13, 2013

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.

43790

Chad A.Millner Reg. No. Date

Approved_____

Wayne D. Houle, PE Date
Director of Engineering

DRAFT FEASIBILITY STUDY – BA-409

ENGINEERING DEPARTMENT
CITY OF EDINA

BREDESEN PARK D NEIGHBORHOOD ROADWAY IMPROVEMENTS
SEPTEMBER 13, 2013

SUMMARY:

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, and upgrades to fire hydrants and gate valves, complete curb and gutter replacement, and reconstruction of bituminous pavement.

The estimated total project cost is $1,778,427. Funding for the entire project will be from a combination of special assessment and utility funds. The estimated roadway construction cost is $1,040,850 and will be 100 percent funded by special assessments at a rate of $13,500 per REU. Utility improvements and repairs amount to $737,577 and will be funded through the respective utility fund.

The project can be completed during the 2014 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 Aspen Road, Tamarack Avenue, Tamarack Lane, Walnut Drive, and West 60th Street. The drawing below is a detailed project location map of the Bredesen Park D Neighborhood Roadway Improvement Project (Figure 1).

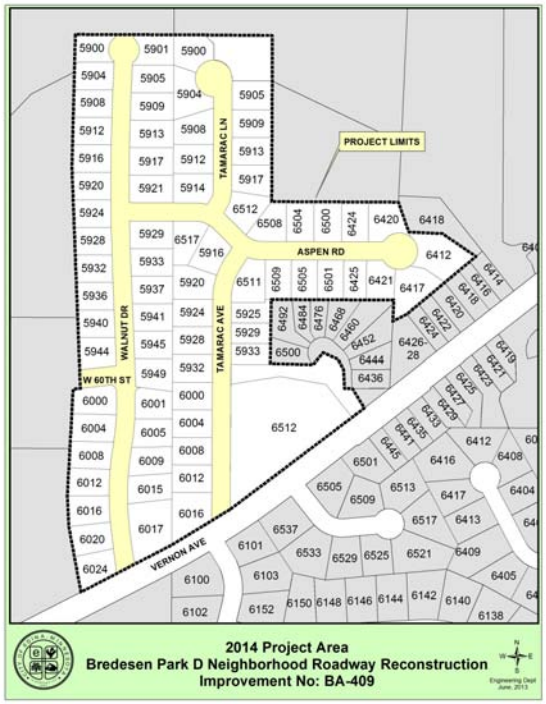

Figure 1. Project Area Map

INITIATION & ISSUES: The Bredesen Park D 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 E 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 E there are no proposed bike routes indicated within the project limits.

City of Edina Comprehensive Water Resource Management Plan
The Bredesen Park D 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.

Living Streets Policy and Sustainability Evaluation

The vision statement of the Living Streets Policy 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 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. We anticipate a more refined analysis after the development of the Living Streets Plan 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 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.

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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 existing conditions
- Existing mature trees
- Existing lighting
- Nine Mile Creek Regional Trail

Resident Input

As part of the Engineering Departments practice of notifying residents 24 - 36 months prior to a potential reconstruction project, the residents were invited to an Open House on October 8, 2012. Materials from this meeting can be found in Appendix A.

As we continue to educate and communicate with our residents we followed up with a questionnaire to the property owners on June 3, 2013. The questionnaire was completed and returned by 48 of the 77 property owners, a return rate of 62%. The full questionnaire and responses can be found in Appendix B.

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

BREDESEN PARK D IMPROVEMENT PROJECT –
Results from June 3, 2013 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
77	48	2	46	26	21
% of Returned Questionnaires	**62%**	**4%***	**96%***	**54%***	**44%***

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

Table 1. Results from Questionnaire

A neighborhood informational meeting was then held on July 29, 2013 to discuss the improvements planned for this neighborhood. The meeting was attended by 21 residents representing 13 properties. Input from this meeting has been included in Appendix C.

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 6-inch cast iron pipe (CIP) and 6-inch ductile iron pipe (DIP). The system has experienced relatively few watermain 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.

The majority of the existing concrete curb and gutter has areas of sunk, heaved, or broken curb that restricts the flow of storm water into the storm sewer system.

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 or coach or postop lights mounted on fiberglass poles located at intersections and throughout Tamarac Avenue and Aspen Road shown in Appendix G.

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 are about 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 Bredesen Park D is 6. Examples of the raveling and alligator cracking can be seen in photos 1 & 2.

The City of Edina contracts with 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 throughout this area 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 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 one location within or near the neighborhood in 2013. Average daily traffic volumes were 170 cars per day with a 85th percentile speed of 28.8 mph. The traffic and crash data is shown in Appendix F.

Nine Mile Creek Regional Trail

The Three Rivers Park District (TRPD) is in the planning process for the Nine Mile Creek Regional Trail. This trail would be located along Nine Mile Creek that is just outside the northern border of the project.

PROPOSED IMPROVEMENTS:

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, and upgrades to fire hydrants and gate valves, complete curb and gutter replacement, 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
All existing surmountable curb will be removed due to the existence of areas of sunk, heaved, or broken curb. B618 concrete curb and gutter will be installed in its place. This installation will require new concrete driveway aprons on all driveways.

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

Private utility owners have expressed some interest in upgrading some of their networks within the project limits. This work is not part of the City's project but will be coordinated to occur prior to our construction activities.

Streets

The project will reconstruct the streets with a bituminous surface. 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.

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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 were relatively split on support to reconstruct the street lights. The lighting of the neighborhood is sufficient to delineate the intersections and a few mid-block locations. Staff is recommending no revisions to the current street lighting.

Sidewalks

The questionnaire asked if residents wanted to add sidewalk in the project area. The results from Table 1 show that property owners do not want to add sidewalk.

Staff is not recommending the addition of sidewalk in this neighborhood.

RIGHT-OF-WAY & EASEMENTS:

The right-of-way for Aspen Road, Tamarac Avenue, Tamarack Lane, Walnut Drive, and W 60th Street are all 60 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 $1,778.427 (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 $1,040,850 and will be 100 percent funded by special assessments. All new concrete curb and gutter is included under the storm sewer fund, not under the roadway special assessment. Utility improvements and repairs amount to $737,577 and will be funded through their respective utility fund.

Item	Amount	Total Cost
Roadway:	$1,040,850	
Roadway Total:		**$ 1,040,850**
Utilities:		
Storm Sewer	$ 555,643	
Watermain	$ 161,434	
Sanitary Sewer	$ 20,501	
Utility Total:		**$ 737,577**
Total Project:		**$ 1,778,427**

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 77.10 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:

Church Corner Lots: Chapel Hills United Church

2.1 REU's = (16,250 sf / 1000 sf) x (0.8 REU's per 1000 sf) / (2 accesses) x (1/3 side yard)

The estimated assessment per REU is $11,074.03 (Figure 2).

City of Edina: Walnut Ridge Park

2 REU's = Layout of park property with similar size buildable lot in the neighborhood.

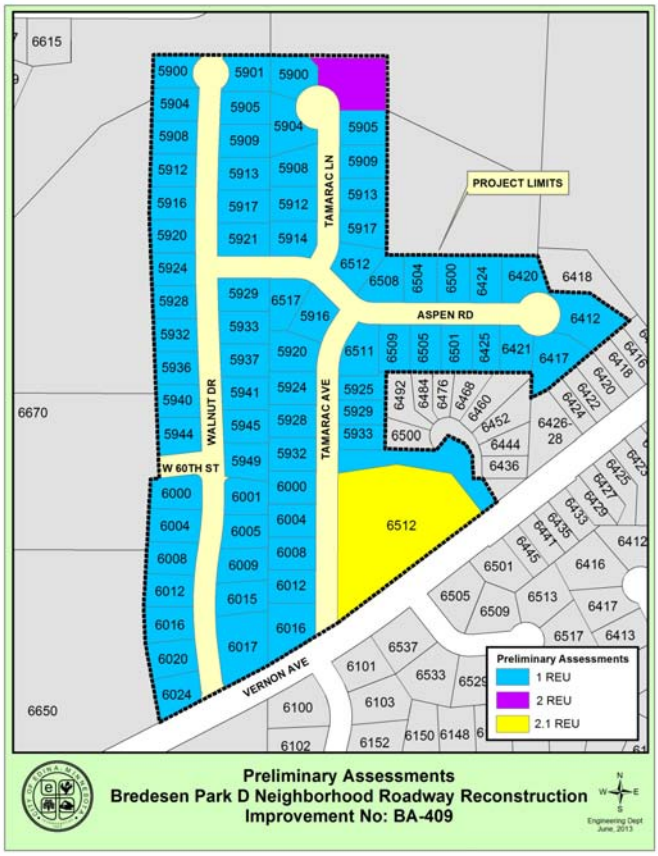

Figure 2. Preliminary Assessment Map

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

Project Open House 2012	October 8, 2012
Neighborhood Informational Meeting	July 29, 2013
ETC Feasibility Study Review	September 19, 2013
Receive Feasibility Report and Public Hearing	December 10, 2013
Bid Opening	March/April 2014
Award Contract	Spring 2014
Begin Construction	Spring 2014
Complete Construction	Fall 2014
Final Assessment Hearing	Fall 2015

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

APPENDIX:

A. 2012 Open House Meeting Letter and Presentation
B. Property Owners Questionnaire
C. 2014 Neighborhood Roadway Reconstruction Informational Meeting
D. Preliminary Assessment Roll
E. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
F. 2014 Bredesen Park D Traffic and Crash Data
G. Existing Street Lights and Signs
H. Living Streets Policy

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APPENDIX A

2012 Open House Meeting

September 26, 2012

2014 Neighborhood Roadway Reconstruction

Walnut Ridge 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 2014. The enclosed map identifies your project area. We will hold an open house Monday, Oct. 8, to provide information about this project and others being considered for 2014 and 2015.

The open house will be held 7 to 9 p.m. at the Public Works & Park Maintenance Facility, 7450 Metro Blvd. We will discuss how projects are prioritized for reconstruction, funding, typical construction timelines, how you will be impacted, and how you can prepare.

Neighborhood roadway reconstruction projects are funded by special assessments and respective City utility funds. We have included with this letter a history of past special assessments in the City.

The City utility funds cover approximately 40 to 50 percent of a typical project; residents pay the remaining portion in a form of special assessment that you will have an option to pay over 15 years. The special assessment typically includes cost of the new roadway. Utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility funds and are not assessed to property owners.

Sidewalks and streetlights are not assessed and are not included with every project. A future questionnaire will help us evaluate the need for sidewalks and streetlights.

If you cannot attend the open house, information presented will be available on the City of Edina's website following the meeting (www.EdinaMN.gov/FutureProjects).

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: Public Works & Park Maintenance Facility Map, Project Area Map and Special Assessment History

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA409 Walnut Ridge (2014)\PRELIM DESIGN\INFO MTG\Open House Mtg\2014 2015 Open House Letter.docx

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

2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012

	NAME	ADDRESS
1	BYRON ZOTHLEY	6101 BIRCHCREST DRIVE
2	Jerry O'Brien	
3	Larry & Rosalie Quinero	6064 Olinger Circle
4	HARTLEY JOHNSON	5129 GORGAS AVE
5	Christine Ehrlich	5701 Hawkes Drive
6	Kimi Ode	4220 Scott Terrace
7	Roy Burns	5708 Warden Ave
8	Jeff Miller	3219 W. 60th St.
9	Joe & Teresa Christensen	5809 Merold Dr.
10	WAYNE LINDHOLM	5024 VALLEY VIEW RD.
11	Anne & John Cronin	7308 Claredon Drive
12	Rosemary Fuller	5221 Minnehaha Blvd.
13	Jim McNulty	6001 Binnie Brae Drive
14	STEVE SANDO	5133 JUANITA AVE
15	JIM LUTHER	6073 OLINGER CIR
16	Judd Rietkerk	6109 Tingdale
17	JOHN HATZUNG	6024 York Ave S
18	Marlin Wiemer	5129 Juanita Ave
19	Lai Ying	6016 Abbott Ave S.
20	Lisa O'Brien	5333 Minnehaha Blvd.
21	Greg + Lyndy Benson	6120 Wilryan Ave
22	Catherine Crine	4300 Eton Place
23	STEVE & GINA VOGT	5029 BRUCE PL
24	Michael L Dervic Crespo	5829 Glove St.
25	Matt Youngstrom	5108 W 62nd St.
26	Tom Ladelle	6137 Birchcrest Dr
27	DAN RIVKIN	4231 ALDEN DR
28	GARY Schilling	5017 BRUCE AVE
29	Susan Chandler & Bruce McClellan	5709 Hawkes Dr.
30		

2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012

	NAME	ADDRESS
1	Nancy Tarbox	5128 Juanita Ave Edina 55424
2	Jodie Danicic	4220 Scott Terrace
3	JOAN ZIMMERMAN	4201 ALDEN DRIVE
4	Peter Brusius	5205 Minnehaha Blvd
5	Don & Lori Reiland	5820 Grove St.
6	Dick Bielke	6201 Wilbur Ave
7	Tom Dooley	6305 Minnehaha Ave
8	Tony and Sarah Kudrna	4247 Alden
9	PAT DOWNEY	7501 HYDE PARK DR
10	Richard Letscher	7435 Hyde Park Lane
11	George & Joyce Noble	6000 Abbott Ave. So.
12	Louise Pueault	6020 Abbott Ave So
13	TOM SHAUGHNESSY	5705 GLYCLIFFE RD
14	JOHN WHEATON	5109 ARDEN AVE
15	BARB NIELAND	5206 ALDEN PL
16	HOWARD Holz	5115 VALLEY VIEW Rd
17	Bob Hussy	7500 Hyde Park Drive
18	Timothy B. Carlson	5225 Minnehaha Blvd.
19	DAVID POSTHUMUS	5100 INDIANOLA AVE
20	Jody Nahlovsky	4236 Alden Drive
21	Kerry McGrain	5229 Minnehaha Blvd
22	Bev Bryant	6016 Birchcrest Dr
23	Dan Katand	5101 Juanita Ave
24	Margie Jerry Fischer	5805 Army Dr.
25	Fred Goldberg	6104 Tyndale Ave
26	Molly Urbanski	5800 Stuart Avenue
27	Michelle Hobbs	5128 Borgen Ave
28	Karen Lasing	5312 Halifax Ave
29	Mary Schaffner	5309 Halifax Ave S.
30		

2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012

	NAME	ADDRESS
1	JOHN KING	7300 SCHEY DR.
2	Judith Schmitz	5900 Merold dr
3	KEVIN WARD	3916 Dewey Hill Rd
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Anticipated 2014 & 2015 Neighborhood Roadway Reconstruction Projects

Open House Meeting

October 8, 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

Jeff Buffie

Eng. Coordinator
Sharon Allison

Environmental Eng.
Ross Bintner

Asst. City Engineer
Chad Millner

Director of Engineering
Wayne Houle

Anticipated 2014 Projects

Clover Lane Addition
Edina Terrace
Hawkes Addition
Morningside
Walnut Ridge

Anticipated 2015 Projects

Edina Highlands Lakeside
Glen View Addition
Holands
Hyde Park

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	Warranty work
Summer/Fall	Final assessment hearing

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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 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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Typical 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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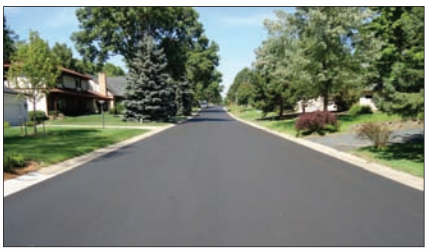
Typical Roadway Improvements

- Curb and gutter
- New roadbed and pavement surface



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Typical 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.

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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.

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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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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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What You Can Expect

- Dust, noise and mud.
- Localized ponding 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.

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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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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.
  - You can remove plantings and other landscape features before the project.
  - The City will seed or 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 issues in your neighborhood?
  - Are there drainage issues in your neighborhood?
  - Pet fences and irrigation systems
  - Any other concerns?

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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 is 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.

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How to Prepare

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

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Contact Us

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

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Thanks for your time!

Questions?

2014 and 2015 Neighborhood Roadway Reconstruction - 72 People Attended
Question and Answer Session from the Oct 8, 2012 Open House Meeting
Held at Public Works and Parks Maintenance Facility from 7 to 9 pm

Number	Question	Answer
1	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%.
2	How do you handle residents that are handicapped during construction?	The Contractor is required to accommodate access to handicapped residents at all times. They are also required to allow medical deliveries to occur as scheduled. If this is the case, please provide staff a name and contact information so we can coordinate with the contractor.
3	Considering the heavy equipment used for tear down/rebuilds, shouldn't there be a surcharge for road wear and tear?	Contractors for those type of projects are required to aquire permits from the City. Those permits fees are a revenue source for City operations. City streets are designed to handle the vehicle loads expected over the life of the pavement and vehicles are only allowed to carry a certain amount of weight depending on the type of roadway. Approximately 97% of the loads are generated by garbage trucks. During the spring there are load restrictions that limit the weight a truck can haul. The City has also developed a Construction Management Plan that requires builders and contractors to adhere to specific rules during construction.
4	Explain how roads are chosen for reconstruction.	The City evaluates the watermain break history, sanitary sewer blockages, storm sewer issues, and pavement condition index to rank neighborhoods by need. The rankings are balanced based on size and location to determine what areas the City can complete in a given year.
5	Would like to see the PCI and explanation.	Residents can contact the engineering department to discuss specific project details such as the pavement condition index.
6	Concern about Elm's that have been cared for with substantial investment.	The City has very strict requirements put in place to protect trees during construction. The Contractor is required to follow those rules or monies will be held from the contractor. 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.
7	Is there a warrantee period for trees?	The City has very strict requirements put in place to protect trees during construction. The Contractor is required to follow those rules or monies will be held from the contractor. 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	How are alleys and unimproved areas treated that are within the project area?	This has not been determined at this time.
9	Explain the financing.	The project is financed by the City until the final assessment hearing. At the final assessment hearing, residents are responsible to the roadway costs and financing costs. The residents pay interest 1% above the rate the City can borrow money at. The assessment can be paid right away without finance charges or up to 15-yrs with finance charges.
10	Explain how the final assessment changes from the original.	The feasibility study is an estimated assessment based on previous project costs, quantities, and financing. The final assessment is calculated after the project with the actual costs, quantities, and finance costs.
11	How are corner lots assessed?	Per the assessment policy, corner lots are assessed a total of 1 REU. Depending on the address, the property may get a 1/3, 2/3, or 1 REU value for the current project. Past projects may have already charged the property a partial REU with that project. All properties will be reviewed for REU calculations during the feasibility study phase of the project.
12	There is high bus traffic from school and church. How are they held accountable?	Schools, churches, and City properties are assessed for projects based on access to the streets or square footage of building along the streets being reconstructed. REU calculations for undeveloped properties are done based on the number of potential properties that could occupy the area.
13	How long does a reconstructed road last?	A reconstructed roadway is expected to last 30 to 50-years depending on maintenance, traffic volumes and weights, weather, etc. Many of the utility upgrades have a life expectancy of 80 to 100-years.
14	How are you handling roads that are currently concrete?	The City does not currently have a plan for concrete streets. This winter the City is hoping to develop a plan for the concrete streets. There are a few concrete streets included with the 2014/2015 projects. We intend to construct those with concrete curb and gutter with bituminous pavement.
15	How are parks assessed if they are within the project area?	Schools, churches, and City properties are assessed for projects based on access to the streets or square footage of building along the streets being reconstructed. REU calculations for undeveloped properties are done based on the number of potential properties that could occupy the area.
16	How do you match special driveways?	The City replaces driveway pavement whether it is bituminous or concrete to pre-existing material type (pavers, concrete or bit), color, and finish. The City does not replace Hage or other lifetime warranty driveways to their same structural properties. Typical concrete construction places 6-inches of gravel under 6-inches of concrete for driveways. These structure properties last 30-50 years. The City cannot afford to replace driveways that can be multiple times the cost of typical construction practice. If the homeowner wants driveway pavement constructed to Hage standards, the City will pay the homeowners contractor the value of the driveway at bid unit prices. The homeowner will be responsible for the additional cost to go above typical construction practices. If we know about the driveway prior to construction, we will attempt to protect that driveway so no replacement will be needed. We will begin to determine those construction limits during the plan production phase of the project.
17	How do you assess 1 house on 2 lots?	In this case the assessment would be 1 REU for the 1 single family unit.
18	What design of curb is used?	It there is existing curb in the neighborhood and the project is trying to protect that curb, we will match what is there. If there is no curb or the curb is being removed, the City installs B618 curb and gutter. This keeps cars off lawns, it improves storm water drainage,and it keeps snow plows in the roadway.
19	Explain the process if there is currently no curb.	If there is no curb, the City recommends installing B618 curb and gutter. This keeps cars off lawns, it improves storm water drainage,and it keeps snow plows in the roadway.
20	Explain the difference between primary and secondary bike routes.	Primary bike routes are a network of routes to access the city's shcools and major recreational centers. They connect to regional assets and convenient travel points outside Edina. Secondary routes work in concert with Promary routes to establish a finer- grained network and are most useful as menas for reaching Primary routes and for some local trips.
21	Since you claim this construction will increase property values, will the city assessor raise our values as well?	Per State Statue Chapter 429, assessments are levied against properties that benefit from a project. Although each property is assessed a value, the assessing department does not raise the propoerty values at the same time. Property values are determined by averaging properties sold in the area so typically values increase gradually over time after the project is completed.
22	Concrete versus asphalt?	Concrete is typically more expensive to construct and maintain. Our staff noramlly recomends bituminous streets.
23	Will Morningside watermain be replaced? Services?	The extent of utility reconstruction will be determined during the feasibility stage of the project. At this time we understand there are some issues with the watermain system in the Morningside Nieghborhood. We anticipate some work on the watermain as part of the project.
24	Considering this years projects, is the impact on residents typical?	Major construction operations for a neighborhood project typically last 8-10 weeks. This includes the first layer of paving and restoration of the lawns. Typically the last layer of paving occurs after the entire project is complete. Tracy Avenue had a few other factors associated with it therefore it is taking more than the 8-10 weeks. All major items on the Tracy Ave project will be completed by the end of the month.
25	Are sanitary services added to the assessment?	Typically No.

APPENDIX B

Property Owners Questionnaire

June 3, 2013

2014 Neighborhood Roadway Reconstruction

Bredesen Park D 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 2014. See the attached map identifying your project area. On April 16, the City Council adopted neighborhood names and boundaries as part of the Name Your Neighborhood Project. Please note that your neighborhood name associated with the roadway reconstruction and utility improvements may have changed. Some neighborhood names stayed the same.

Please save the date of **Monday, July 29** 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 June 14.

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 2015. The special assessment is payable over 15 years.
- The special assessment is for the cost of the new roadway. Sidewalks and streetlights are funded through the Pedestrian and Cyclist Safety Fund. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate the 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 the feasibility report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2014.

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.

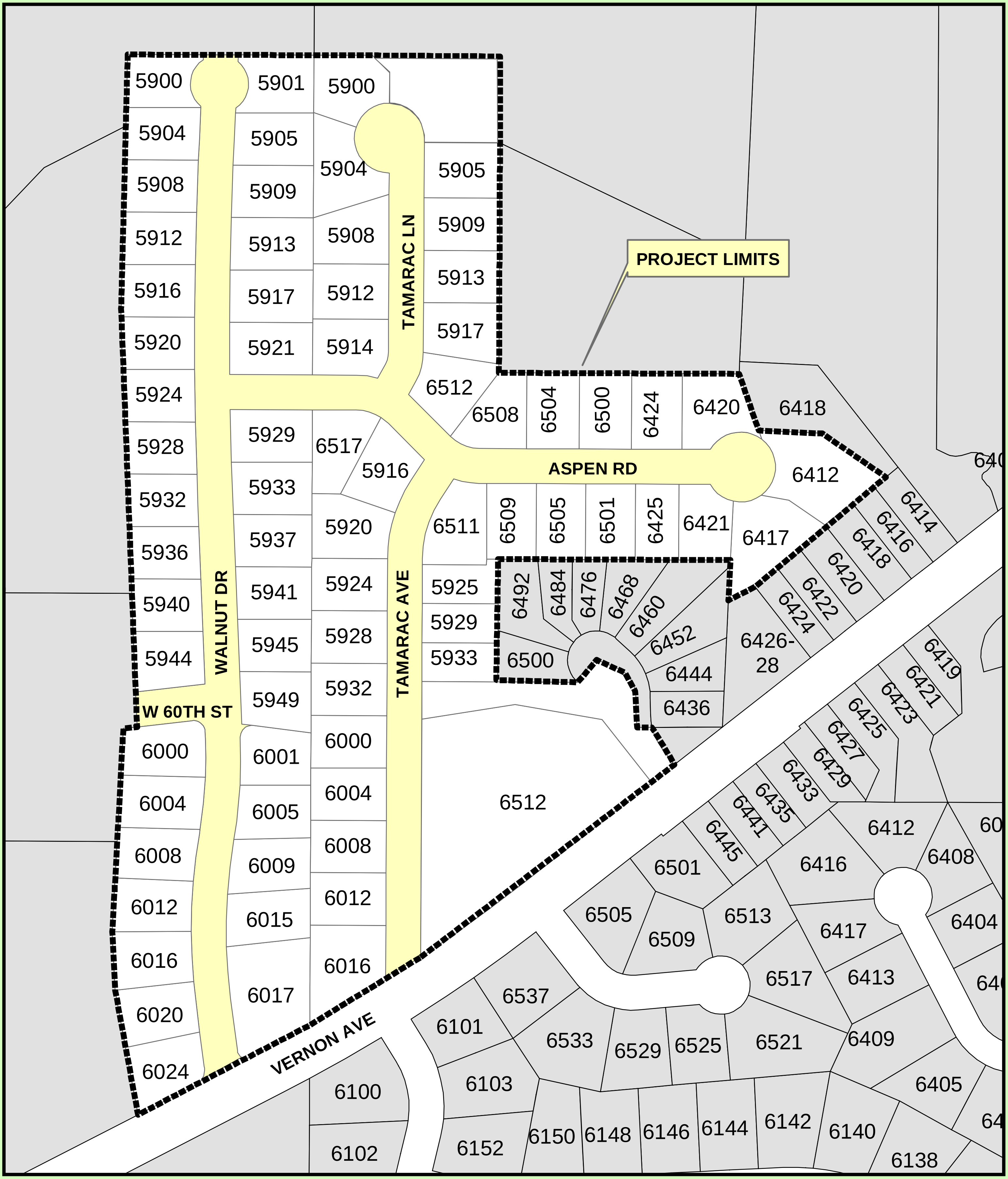
Sincerely,

Chad A. Millner

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



2014 Project Area
Bredesen Park D Neighborhood Roadway Reconstruction
Improvement No: BA-409

N W E S

Engineering Dept
June, 2013

Resident Questionnaire Instructions

2014 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 during the street reconstruction project, they will be repaired. 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. Funding for streetlights is through the Pedestrian and Cyclist Safety Fund (PACS).

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

V. Pedestrian Issues

As part of all reconstruction projects, staff typically asks if residents see a need to add sidewalks in the neighborhood. Sidewalks are funded through PACS.

Please note if you know of any pedestrian issues such as a missing segment of sidewalk or an inadequate pedestrian crossing.

VI. Traffic Management

We would like to know if you feel that your roadway has any traffic issues.

VII. 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 **www.EdinaMN.gov**. 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 **(Bredesen Park D 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

Bredesen Park D
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:

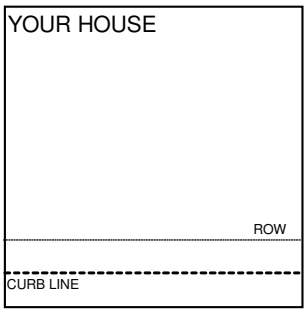
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

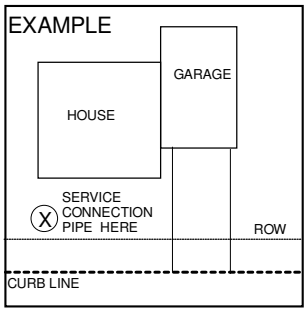
B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

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. 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 envelope **by June 14.**

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INTENTIONALLY

Bredesen Park D Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 8/30/13

Surveys sent: **77** Surveys returned: **48** Return rate: **62%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?

Yes: **17** No: **15** Unknown: **16**

B. Does your home have a sump pump?

Yes: 2**4** No: **23** Unknown: **1**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?

Yes: **12** No: **22**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?

Yes: **10** No: **30**

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: **11** No: **37**

B. Do you have an underground electric pet containment system in the City's right-of-way?

Yes: **3** No: **45**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **26** No: **21**

IV. Pedestrian Issues

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

Yes: **2** No: **46**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

Yes: **13** No: **33**

VI. Email Updates

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

Yes: **39** No: **5**

BREDESEN PARK D
NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-409

Data Entered By:	
Last Date Data Entered:	**August 30, 2013**
Due Date:	**June 14, 2013**
Questionnaires Sent Out:	**77**
Questionnaires Returned:	**48**
Percent Returned:	**62%**

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Roadway Lighting Option						Sidewalk Need		Pedestrian Issues		Traffic Management			Email Access	
			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												
			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	Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No
House #	Street Name																														
5916	Walnut Dr	1			1		1					1	N/A		1		1	1		2	4	3	5		1				1		1	
5905	Tamarac La	1		1			1			1		1	None		1		1	1			5	5		1		People use our street for parking for organized sports at Walnut Ridge Park. When I bought the house the park was listed as 'passive' no organized sports.	1		See previous		
6000	Walnut Dr	1		1			1			1		1			1		1	1				5	5		1				1			1
5917	Tamarac La	1		1			1			1		1	Standing water on curbs.		1		1	1		5	3	3	3		1				1		1	
6015	Walnut Dr	1	1				1						None that I know of.		1		1		1	3	5	3	5		1		Quiet dead end street - 2 blocks long. Walking in street is no problem.		1		1	
5912	Walnut Dr	1			1		1					1	Part of lot is in Nine Mile Creek FEMA floodplain.		1		1	1		3	3	3	3		1		Nine Mile Creek Regional Trail potential ped traffic.		1	Nine Mile Creek Regional Trail increasing parking demand and foot and bicycle traffic.	1	
5928	Walnut Dr	1			1	1			1		1				1		1	1		3	4	4	2		1			1		Needs to be paved.	1	
6008	Tamarac La	1	1				1			1		1	I don't know of any, except of the standing water on Aspen Rd in front of the driveway of 5916 Tamarac Ave.		1		1	1		1	5	1	1		1				1		People speed down my street and there are no speed limit signs. So if there are no signs are they really speeding? I would like a 25 mph speed limit sign as you enter Tamarac off of Vernon. Please. Thank you.	1	
6012	Tamarac La	1			1		1					1			1		1		1	3	5	3	3		1				1		1	
5912	Tamarac La	1		1			1						End of driveway develops a pool of water that lasts for days after a rain - street has heaved and also developed holes making drainage funnel there.		1		1	1		1	5	4	2		1				1		1	
5908	Walnut Dr	1			1	1				1		1	None		1		1	1		5	5	5	5		1				1			1
5905	Walnut Dr	1		1			1						Water pools at the southeast corner of Walnut & Aspen, due to rain & home sump pump drainage.	1			1	1		2	4	2	4		1				1		1	
6424	Aspen	1			1		1			1		1	Ice buildup on curb in front of our driveway. The city drain in front of 6420 does not properly control runoff in the winter/spring.		1		1	1		5	4	5	2		1				1		1	
6000	Tamarac Ave	1	1			1							In front of our house the curb and street surface near it is broken and collects water from rain and drainage from up the block. We have no problem on our property.		1		1		1	4	5	2	4		1				1			1
6501	Aspen	1			1	1				1		1	The water from rainfall usually collects in front of our house due to the road not being graded as well. Also, parts of the street is breaking apart.		1		1		1	5	3	2	4		1				1		1	
5904	Walnut Dr	1			1		1		1		1		Some water pools in the left side of the Walnut cul-de-sac (as you face the bridge).		1		1		1	3	1	4	5		1		The sidewalk across 9 Mile Creek is not plowed in the winter, but it gets a lot of traffic.		1		1	
5900	Walnut Dr	1			1		1		1		1		Water pools in the cul-de-sac.		1		1		1	3	1	4	5		1				1		1	
6517	Aspen	1		1			1					1			1		1	1		2	5	4	5		1				1		1	
6001	Walnut Dr	1	1			1			1				All houses/yards on my block drain into my backyard. I have standing water in my backyard for several weeks every spring.		1		1		1						1			1		Even though our street is a dead end, people drive very fast.	1	
5920	Tamarac Ave	1	1			1				1		1			1		1	1		1	5	4	2		1			1		Cars often drive too fast as they approach the stop sign at Tamarac & Aspen.	1	
6505	Aspen	1			1	1			1			1	N'bors on either side discharge water into their backyards. One on the Westside sends water into our backyard.	1		1		1		1	3	1	5		1			1		Winter overnight parking restrictions are never enforced.		
5916	Tamarac La	1	1			1				1		1	None I'm aware of.		1		1		1	2	3	5	3		1				1		1	
5925	Tamarac Ave	1	1			1				1		1	Lot drains down to the back away from road. Sump pump discharges to back of lot. Water drains eastward toward and holding pond several lots away.	1			1		1	1	5	4	2		1		Low traffic area.		1		1	
6016	Walnut Dr	1			1		1		1		1		Standing water at intersection of Walnut and Vernon after heavy rain. There is always water draining from various sump pumps on the street, causing damage to the road and large puddles and potholes.	1			1	1		5	4	1	1	1		One or both sides of Walnut, Aspen and Tamarac.	May people walk the n'hood streets, esp. to get to Walnut Ridge Park. We have to be careful of speeding cars due to the lack of sidewalks.	1				
5945	Walnut Dr	1	1			1				1		1	Large pool of water sits in front of our house in gutter for full length of property all the time, esp. in front of driveway.	1			1	1		2	5	4	1		1				1		1	

BREDESEN PARK D
NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-409

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 N'hood Pedestrian Comments	Traffic Management Yes	Traffic Management No	If yes, where?	Email Access Yes	Email Access No
5941	Walnut Dr	1		1		1			1		1		Curbs and edges of streets almost always have standing water. This causes quicker breakdown of streets and often unpleasant odors.	1			1		1						1				1			1	
5924	Walnut Dr	1	1			1			1		1		We just recently moved in so I am unaware of any current drainage problems at this time.	1			1	1		1	5	5	2	1		Walnut Dr along one side of the street.	No known issues; however we have noted several walkers in the n'hood so it would be nice to have sidewalks to avoid traffic.			Unknown at this time.	1	
6005	Walnut Dr	1	1			1				1		1			1		1	1		1	3	5	5		1				1		1	
5909	Tamarac Ln	1		1			1		1		1		None		1		1	1			3	5	4		1			1			1	
6508	Aspen Rd	1			1		1			1		1	Only in pothole area of streets		1		1		1	5	4	3	2		1		None		1		1	
5940	Walnut Dr	1		1			1						I have a hip roof. Gutters are all around the house.		1		1	1		4	1	2	5		1		None. Walnut Dr is a dead end to Nine Mile Creek. Slow traffic signs 20 mph would be good.		1	But some people at the end of the block speed to get home.	1	
6425	Aspen Rd	1			1	1			1		1		None to speak of since new Chapel Hills development.		1	1			1	1	5	5	3		1	Maybe Arctic Way, Gleason to Aspen or church side if plowed by City.			1		1	
5924	Tamarac Ave	1	1			1				1		1	In the Walnut Ridge n'hood the Tamarac Ave drains efficiently into 9 Mile Creek. We have no drainage problems.		1	1			1	4	5	4	4		1		At the Vernon & Tamarac & Arctic Way intersection. During morning and evening rush, failure of commuters to yield.	1		Same as previous.	1	
6500	Aspen Rd	1		1			1		1		1		Aspen Rd has 2-3 large spots from where water is unable to flow to the storm drains further east, on the road.		1		1	1		5	4	3	1		1			1		Far too much rush hour traffic uses Lincoln Dr to Vernon to Gleason to bypass the switch from Hwy 62 to Hwy 169 and back.	1	
5937	Walnut Dr	1	1			1				1		1	In heavy rains and snow melts, large pools of water collect in the street, at the end of our driveway.		1		1	1		1	4	5	3		1				1		1	
5913	Tamarac La	1			1			1		1		1			1		1		1	2	5	3	4		1				1		1	
6008	Walnut Dr	1	1			1						1	None that I'm aware of.		1		1	1		5					1				1			1
5928	Tamarac Ave	1	1			1				1		1		1			1		1	3	5	4	2		1				1		1	
5904	Tamarac La	1			1	1				1		1	Tamarac La has continuous standing water on the Westside of the street because the house at 5914 Tamarac La pumps its sump pump directly into the roadway and the nearest sewer entry is down by the cul-de-sac. Can you ask that they connect directly to the sewer or add a sewer grate closer to their house? This standing water has caused significant degradation of the asphalt on the Westside of the street.	1			1	1		5	5	2	2		1		We have tons of peds that use our n'hood to access Walnut Ridge Park but because we are a n'hood of cul-de-sac, there is limited car traffic.	1		The only traffic issue is that the cul-de-sac on Tamarac La becomes a defacto parking lot for Walnut Ridge Park during Lacrosse, soccer and hockey seasons. Sometimes cars park in the middle of the cul-de-sac because available curb space is limited.	1	
6412	Aspen Rd	1		1		1				1		1	We are in a cul-de-sac and there is standing water along the curb in approx.. 40% of the semi-circle after it rains or snow melts.		1		1	1		1	5	3	4		1				1		1	
6417	Aspen Rd	1	1			1			1		1		Water pools at the end of the cul-de-sac and our driveway. We need another sewer drain in the cul-de-sac.		1		1		1						1				1		1	
5921	Walnut Dr	1		1			1						See diagram - heavy rain water follows path.		1		1		1						1		No issues. Vehicle traffic is extremely light.		1			
6020	Walnut Dr	1		1			1			1		1			1		1		1	5	4	2	1		1				1			1
6009	Walnut Dr	1	1			1				1		1	Very high water table. Must have drainage system and sump pump.		1		1		1	4	3	3	2		1	Not on our street - people walk there frequently.		1		Vernon at rush hour from United Health.	1	
5900	Tamarac La	1			1		1					1		1			1				5				1				1		1	
6420	Aspen Rd	1		1			1			1		1	None.		1		1		1	1	5	2	2		1					If they put in a bike trail thru the wetland we will have a huge traffic issue thru out the entire n'hood.	1	
5932	Tamarac Ave	1		1		1									1		1		1	1	5	2	2		1			1		Speeding Tamarac Ave.	1	
5914	Tamarac La	1	1			1						1	All the way down Aspen and turns left and runs all the way down Tamarac La toward Nine Mile Creek.	1			1	1		5	3	4	1		1				1		1	
		48	**17**	**15**	**16**	**24**	**23**	**1**	**12**	**22**	**10**	**30**		**11**	**37**	**3**	**45**	**26**	**21**	**116**	**171**	**143**	**126**	**2**	**46**			**13**	**33**		**39**	**5**
Surveys Sent	**77**		22%	19%	21%	31%	30%	1%	16%	29%	13%	39%		14%	48%	4%	58%	34%	27%					3%	60%			17%	43%		51%	6%
Surveys Returned	**48**		35%	31%	33%	50%	48%	2%	25%	46%	21%	63%		23%	77%	6%	94%	54%	44%					4%	96%			27%	69%		81%	10%

APPENDIX C

2014 Neighborhood Roadway Reconstruction Informational Meeting

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

Resident Address Label

2014 Neighborhood Roadway Reconstruction
Bredesen Park D Neighborhood

What: Roadway Reconstruction Informational Meeting

When: July 29, 6:00 p.m.

Where: Public Works and Park Maintenance
7450 Metro Blvd, Edina

Please attend to learn how the project will be funded, typical construction timeline, how you will be impacted, how you can prepare, etc.

2014 Neighborhood Roadway Reconstruction Informational Meeting

July 29, 2013

2014 Projects

Morningside B – 133 Properties
Countryside F – 32 Properties
Bredesen Park D – 77 Properties
Birchcrest B – 135 Properties
Strachauer Park B – 91 Properties

Note: Neighborhood Names

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

Eng. Coordinator
Sharon Allison

Environmental Engineer
Ross Bintner

Transportation Planner
Mark Nolan

Assistant City Engineer
Chad Millner

Director of Engineering
Wayne Houle

Process

Typical Timeline

July - 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
Fall 2015	Final assessment hearing

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Project Details – Morningside B Neighborhood

- 133 Properties
- 1.1 miles of roads
- 15,100 square yards of street pavement
- 10 fire hydrants
- 17 sanitary manholes

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Project Details – Countryside F Neighborhood

- 32 Properties
- 0.3 mile of roads
- 5,600 square yards of street pavement
- 2 fire hydrants
- 9 sanitary manholes

CITY OF EDINA

Project Details – Bredesen Park D Neighborhood

- 77 Properties
- 0.8 mile of roads
- 12,900 square yards of street pavement
- 9 fire hydrants
- 16 sanitary manholes

CITY OF EDINA

Project Details – Birchcrest B Neighborhood

- 135 Properties
- 2.0 mile of roads
- 32,100 square yards of street pavement
- 13 fire hydrants
- 50 sanitary manholes

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Project Details – Strachauer Park B Neighborhood

- 91 Properties
- 0.9 mile of roads
- 13,500 square yards of street pavement
- 6 fire hydrants
- 13 sanitary manholes

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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
Morningside B	52% (68/130)
Countryside F	61% (19/31)
Bredesen Park D	60% (46/77)
Birchcrest B	61% (84/138)
Strachauer Park B	51% (46/91)

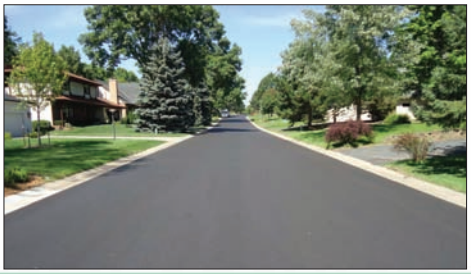
Questionnaire results are available.

Proposed Utility Improvements

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

Proposed Roadway Improvements

- Spot replacement of curb and gutter
  - Bredesen Park D – new curb & gutter
- New roadbed and pavement surface
  - Birchcrest B – remove concrete streets



Proposed Roadway Improvements

- Spot driveway end replacement

Proposed Roadway Improvements

- Sidewalks
  - Morningside
    - Scott Ter & Alden Dr – complete existing
    - 42nd from France to City of St. Louis Park
    - Grimes – from 42nd to Inglewood
  - Birchcrest B
    - Normandale Rd & Valley View Rd
  - Schachauer Park B
    - 62nd Street along the park.

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

Funding

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

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

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
Morningside B	$6,000 - $9,000	138.15	15,100	109
Countryside F - Hawkes	$10,000 - $13,000	22.00	4,100	186
Countryside F - Warden	$9,000 - $12,000	8.20	1,500	183
Bredesen Park D	$10,500 - $13,500	77.10	12,900	167
Birchcrest B	$11,000 - $14,000	139.00	32,100	231
Strachauer Park B	$7,500 - $10,500	90.00	13,500	150

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, vibrations, 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.

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What You Can Expect

- Your driveway may be inaccessible for 3-5 days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems mostly likely will be damaged.

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Property Impacts

- Items located within the City's right-of-way may be damaged
  - Irrigation and pet containment systems will be repaired.
  - You can remove plantings and other landscape features before the project.
  - The City will seed 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.

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

CITY OF EDINA

Thanks for your time!

Questions?

www.EdinaMN.gov

BREDESEN PARK D

2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	Joe Davis	6008 Walnut dr.
2	Doug Johnson	5119 Valley View Rd.
3	Karen Johnson	"
4	Robert Scholnechy	4219 Scott terrace
5	Steve & Claudia Bries	6100 Abbott
6	Chris Lee	6101 Code Ave
7	Judd Rotkerk	6109 Tingdale
8	Elaine Hanson	6108 Zenith Ave S.
9	Leslie Nordby	5123 Valley View Rd
10	John A. Palmer	5101 62nd St W
11	Dan Rivkin	4231 Alden Dr
12	John Murphy	4202 Alden Drive
13	Roy Burns	5708 Warden Av.
14	Ed Zanter Irene Whelan	5916 Tamarac Ave
15	Laura Anderson	6004 Abbott Ave
16	Pat Falkner	4208 Scott Terrace
17	Kim Wand	6116 Birchcrest Dr.
18	Allison Puchatean	6009 Tingdale Ave.
19	John Hamilton	6125 Board Ave S
20	Rick Courtney	4313 Eton Place
21	Rick Treece Down Cure	6425 Aspen Rd
22	Laurie Chapman	6420 Aspen Rd
23	Peter + Cindy Hall	5200 Valley View Rd
24	Bruce Kirking	4212 Scott Terrace
25	Bob Sodash	5024 Clover Ridge

2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	James Holland	5601 Hawkes Drive
2	Constance Holland	5601 Hawkes Drive
3	STEVEN LANDINO	6005 WALNUT DRIVE
4	Don Wray	4211 ALDEN DRIVE
5	Pam (Hiethark) Judd	6109 Tingdale Av.
6	Susan Smith	6116 Tingdale Ave
7	Bob + Lois Rieg	6009 Birchcrest Dr.
8	Wayne & Sue Bach	5909 Tamarac Ln
9	Gerry + Mike Sjoblom	5016 VV Rd
10	Greg Goodlund	6121 - Birchcrest Dr.
11	Al + Mary Kilian	5112 Roberts Pl.
12	Betsy Wray	4243 Scotten.
13	Norm Knudsen	3907 Morningside Rd
14	Mary M Zeiman	6112 Tenth Ave
15	Bob Elmore	6001 BIRCHCREST
16	Terry Rockford	5604 Hawkes Drive
17	Linda Lee	5108 Roberts Pl.
18	Kenneth Lee	" " "
19	Marlayne Bartz	6125 Code Ave.
20	Chuck & Cookie Christenson	6005 Tingdale Ave.
21	Joyce Lamaard + George Noth	6000 Abbott Ave. So.
22	Shaun + Jill Deitering	5729 Hawkes Dr.
23	Carol Lundquist	6025 Abbott Ave - So.
24	Roger Carpenter	6105 Tingdale Av
25	Brian + Gina Bradeson	6000 TAMARAC AV

2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	Ed Barnett	5029 Valley View
2	Greg Pruyn	5033 Valley View
3	Shirley Ramberg	6109 Zenith Ave S
4	Heidi Richter	5020 Clover Ridge
5	Beth McIntyre	6417 Aspen Rd.
6	Pete + Laura Soderlund	5124 Valley View Rd.
7	Jay & Jeanann Kystine	5984 Walnut Dr.
8	Kirsten + Ross Baker	5704 Hawkes Dr
9	J. Freese c/o D. Freese	6012 Tamarac Ave
10	Crystal Sorensen	6116 Abbott Ave. S.
11	MAX KRAUSE	6121 TENTH AVE S
12	Paul Dieser	5144 Valley View Road
13	Lyle Anderson	6109 W. Bryan
14	Renate Stone	5721 Hawkes Dr
15	Ann Schwind	6001 Code Ave.
16	Dan Sjoblom	5016 Valley View Rd
17	Michael Kummet	5717 Hawkes Dr
18	Bonnie LeRoy	6100 Tingdale
19	Bob Miller	6117 Zenith Ave S
20	MICHAEL TULLY MULCAHY	4502 ETON PLACE 55424
21	Deb Lardy	6012 Zenith S.
22	John LeRoy	6100 Tingdale Ave
23	Tom Ladd	6137 Birchcrest
24	Louise Pucovsky	6020 Abbott Ave So
25		

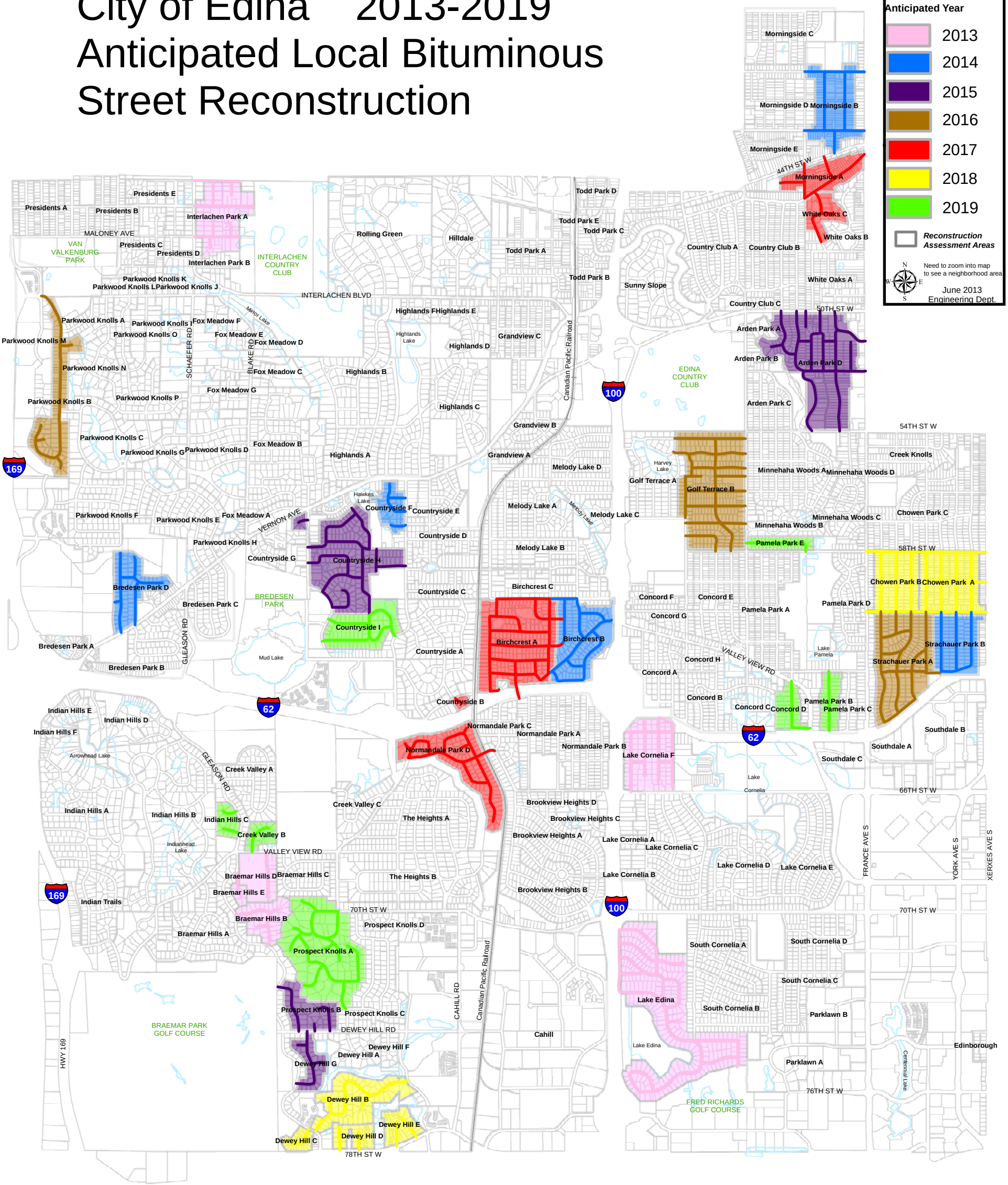
2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	Helen Burke	4246 Grimes Ave So.
2	DICK BIELKE	6201 WICRYAN AVE
3	Howard Holz	5115 Valley View Rd
4	FRED FRISWOLD	5925 TAMARAC AVE
5	Kathy Woodley	6117 Abbott Ave S
6	Wm Westendahl	5912 Walnut Dr.
7	Eddy & Karen Christensson	4208 Alden Drive
8	Peter Lefebvre	6412 Aspen Rd
9	Dwight Johnson	4103 Morningside Rd
10	Margaret Metzdorff	5116 W. 60th St.
11	Alisan & Ben Peuce	5904 Tamarac Ln
12	Rosalie Goldberg	6104 Tingdale Ave
13	Jack Rasmussen	5112 Valley View Rd
14	[illegible]	4201 Alden
15	Paula Roth	6025 Zenith Ave S
16	James Hill	" " "
17	Marian & Jack Craven	4221 Alden Drive
18	Frank & Lois Castorella	6125 Wilson Ave
19	JEFF & AMY SPROUT	6108 YORK AVE.
20		
21		
22		
23		
24		
25		

2014 Neighborhood Roadway Improvement Projects
Question and Answer Session from the July 29, 2013 Informational Meeting
Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	If someone lives in a cul-de-sac and has handicap issues, how will they get access to their house during construction?	During construction the contractor will make accommodations for all special needs and disabilities.
2	Have you experienced any issues with mail delivery?	In the past, mail delivery hasn't been a big problem. Typically the mail boxes can stay inplace during construction if temporary mail boxes are needed we would coordinate with the postal service.
3	Has the city considered putting in locking mail boxes for the temporary mail boxes?	We typically coordinate with the postal service for location and types of temporary mailboxes. In the future we can take that into consideration.
4	What is the estimated interest rate used as a finance charge for the assessments?	Residents are now charged 1% over the interest rate the City can borrow money at. It is normally between 3% and 5%.
5	Do you move fire hydrants?	If there has been an ongoing issue with a fire hydrants, such as cars hitting them, we would consider relocating and typically we would relocate to a common property line.
6	Is it true that some streets will be narrowed such as valley view by Normandale church in order to put in a sidewalk? People park by Normandale Church, narrowing the street would be bad.	If we would narrow a roadway we typically would be 28-ft back of curb to back of curb.
7	How far into the property will construction go?	Most construction will stay with in the city right-of-way. The City right-of-way is typically about 10-15-ft behind the edge of roadway or back of curb. Although the exact distance depends on the curb replacement, utility repairs such as fire hydrants, and other factors, construction is normally go 5 to 10 feet into your yard.
8	Does the assessment get assigned to the property or the property owner?	The assessment gets assigned to the property or the PID number.
9	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council awards the project, each property would have a pending assessment. 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.
10	I was looking at past projects and I noticed that on some driveways, only half the apron was replaced. I think it looks tacky. Would you consider replacing the whole apron?	Typically when we remove and replace aprons we replace the entire apron. In your situation it sounds like the work was done by a private utility company like Centerpoint or Comcast.
11	I have noticed that not every house on past projects got new aprons? How do you decide which aprons get replaced?	We look for cracks, settlement and any bird baths in the apron. If the apron is in good shape and structurally sound we wouldn't replace the apron. We try to stay consistent between our projects when replacing aprons. There are other situations where a utility needs to get upgraded a driveway then might get impacted.
12	On part of Birchcrest Drive, there is no curb, will you be putting in new curb and new concrete aprons on every driveway?	Yes, we will be putting in all new concrete curb and gutter with all new aprons.
13	Do you pave all the streets at once or do you break it up?	Depending on the size of the neighborhood. If it's a fairly good size neighborhood we would stage the project.
14	During construction where does all the equipment go? I have noticed on current projects they will put it in public property like a park, but what if a neighborhood doesn't have a park?	The contractor is repsonsible for storing their equipement in and at a safe place within the construction project. Sometimes if we have space we designate a bone yard for the materials and equipment.
15	Has there been any thought on having the above ground utilities moved to below grade?	That is up the utility companies but we will consider that.
16	On Valley View Road there is a speed problem. With the new pavement I think that will encourage people to drive faster? Do you have any plans on controlling speeds on Valley View Road after construction.	Based on questionnaires and feedback staff has looked at a couple of options and at this time were looking at constructing bump outs at certain intersections.
17	How does assessment work if I have no one living across from me, such as a park? How does the assessment affect a city property?	We look at the layout of the park property and see how many similar size buildable lots in the neighborhood could fit along the road. The city parks are then assessed for that number of lots, the same as all other properties.
18	You said that 5 to 10 feet of the property is affected by construction. If a sidewalk is installed how much of the property will be affected by construction?	When we constrruct a sidewalk we typically like to construct a boulevard style sidewalk which would be a 5-ft boulevard with a 5-ft sidewalk. For sidewalk construction we would typically disturb an additional 6-ft behind the proposed sidewalk.
19	Are assessments based off of how much of your property is on the street?	No, assessments are based off of REU's Residential Equivalent Units. One single family home is 1 REU. All single family homes are assessed the same amount because they will receive the same about of benefit. If lots are larger in one neighborhood than another, then the assessment will normally be larger in that neighborhood.
20	If the sidewalk is put in my property will I be assessed more or will everyone be assessed for the sidewalk?	Sidewalks are not assessed, they would be funded through the Pedestrian and Cyclist Saftey (PACS).
21	How is the city handling lighting improvements?	Typically for lighting improvements we have used the questionnairse and the frequency of maintanance of the system.
22	I live on Birchcrest and only one side of my house is on a street being reconstructed. I am only being assessed for part of the project now. Do you know how much my assessment will be when the other side of my house will be reconstructed.	We currently don't have a cost for that project but in the table that we provided you can use that as a rough number.
23	On parts of the Birchcrest neighborhood there are concrete streets. If we want to keep the concrete streets and there is less wear on concrete streets than bituminous streets why would we replace them if they would last longer?	Typically concrete streets are more costly to construct and maintain. Existing concrete streets are wider and this gives us an opportunity to narrow the roadway which will help traffic speeds and less cost.
24	What is your stance with all the garbage trucks driving on the roads.	The roads are designed to with stand the weight of the trucks.
25	Is there no finance charge if you defer the assessment onto your property taxes?	No, the only way to avoid finance charges is if you pay it all at once. By putting the assessment onto your property taxes you are not making it part of your taxes, it will just show up on your tax statement. When deferring 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.

City of Edina 2013-2019 Anticipated Local Bituminous Street Reconstruction



Note/Disclaimer

The dates shown on the map represent the anticipated years of construction and are subject to change based on budgetary issues, adjacent projects, resident input and other factors. Not all bituminous roadways within the City are shown. If a road is not highlighted then the potential reconstruction date is beyond the City's long term planning process.

The City of Edina's street improvement policy is to assess residents for a portion of the roadway reconstruction costs. Public utility improvements are paid for from the City's utility fund.

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.

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

Legend

Anticipated Year

2014

Example

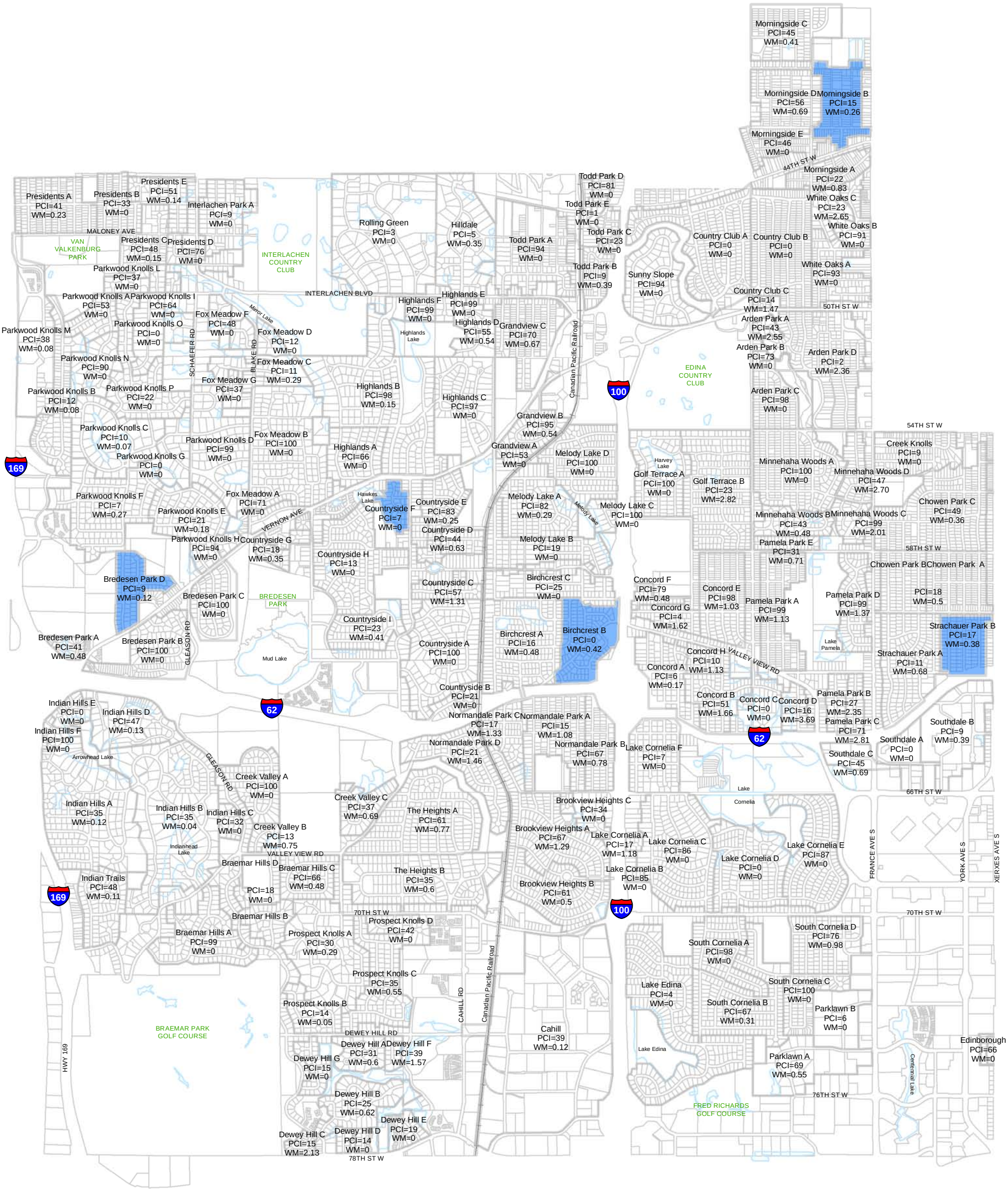
Neighborhood Name
PCI = 0 - 100
WM = Breaks per 500 ft.

Notes

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

N W E S

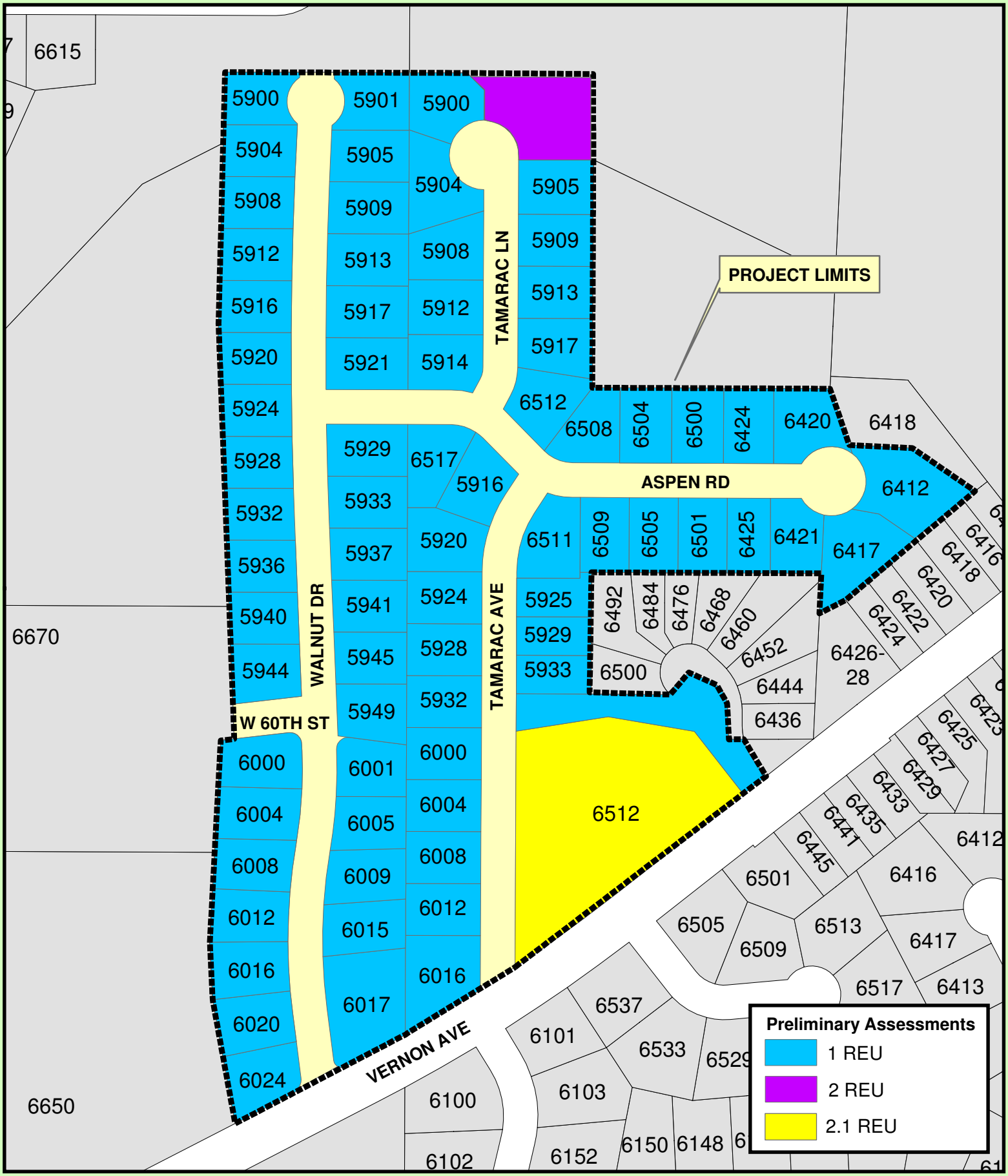
Engineering Dept.
July, 2013



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
Bredesen Park D Neighborhood Roadway Reconstruction
Improvement No: BA-409

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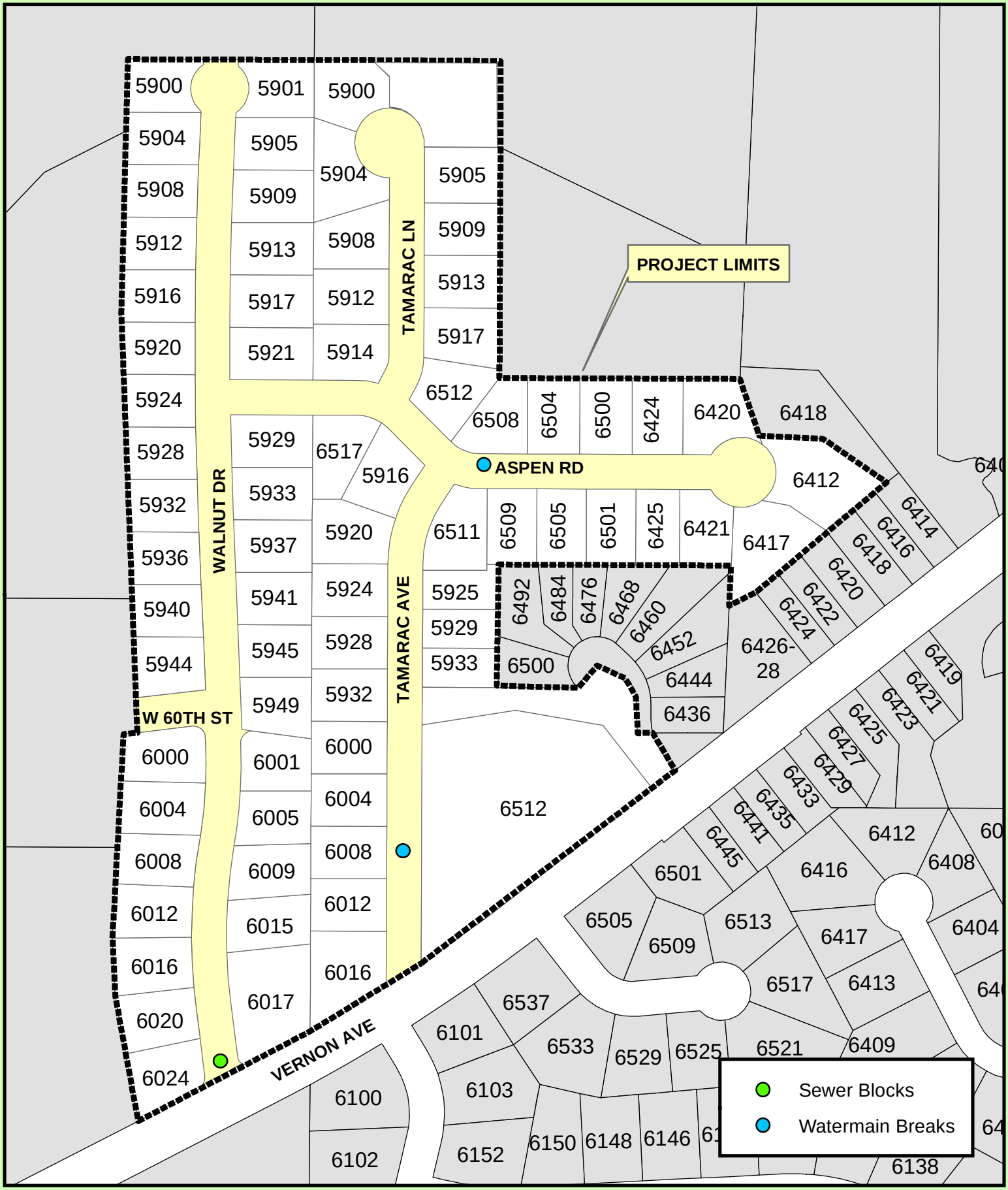
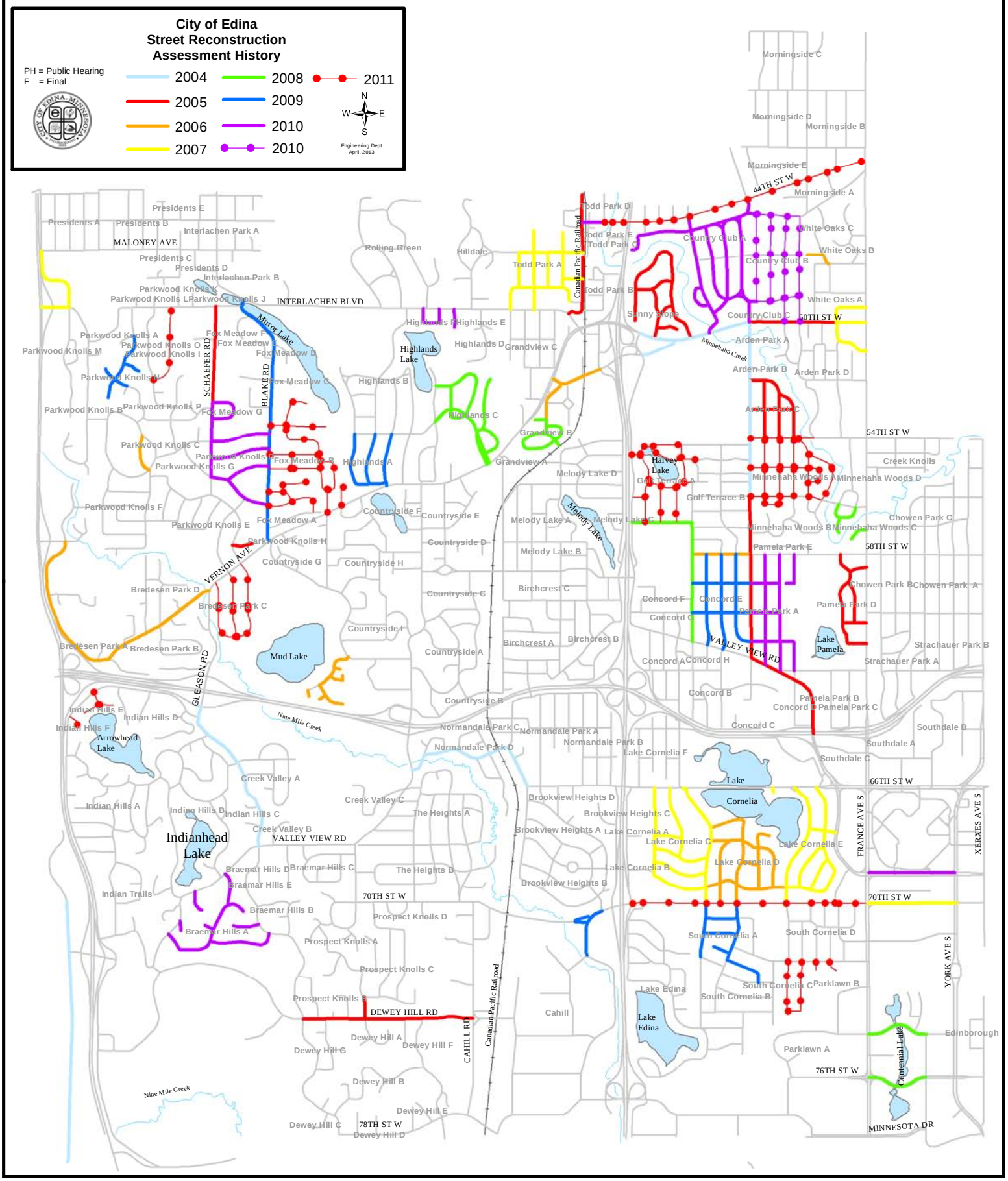
Engineering Dept
June, 2013



Sewer Blocks and Watermain Breaks
Bredesen Park D Neighborhood Roadway Reconstruction
Improvement No: BA-409

Engineering Dept
July, 2013



2006			2007			2008			2009			2010			2011		
Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final
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	Carson Hills	$9,316.77	$7,743.20
Bridge Ln & Towns Rd	$9,727.27	$9,775.17	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	Golf Terrace	$12,417.58	$12,379.40
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	Killarney Shores	$9,740.26	$5,757.38
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	McCauley Heights	$7,000.00	$6,476.46
						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	Minnehaha Woods	$16,300.00	$10,363.41
												Pamela Park	$9,000.00	$5,343.65	Oscar Roberts	$5,200.00	$4,429.11
												Parkwood Knolls	$13,314.55	$10,800.08	Ridge Rd	$11,000.00	$10,930.82

City of Edina Street
Reconstruction Assessment History

	Neighborhood	Public Hearing Assessment	Final Assessment
2006	Bridge Ln & Townes 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
	St Johns Park	$9,300.00	$6,477.53
	South Garden Estates	$8,931.15	$5,423.80
	Mirror Lakes	$9,375.16	$6,088.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2010	Braemar Hills	$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

	Neighborhood	Public Hearing Assessment	Final Assessment
2011	Minnehaha Woods	$11,800.00	$10,363.41
	Golf Terrace	$12,417.58	$12,379.40
	W 70th St	$3,795.70	$3,706.54
	Carson's Hills	$9,316.77	$7,743.20
	Killarney Shores	$9,740.26	$5,757.38
	Mccauley Heights	$7,000.00	$6,476.46
	Oscar Roberts	$5,200.00	$4,429.11
	W 44th St	$2,138.24	$2,031.94
	Ridge Road	$11,000.00	$10,930.82

NOTE: COST ARE PER RESIDENTIAL EQUIVALENT UNIT (REU). PLEASE REFER TO THE SPECIAL ASSESSMENT POLICY
http://edinamn.gov/index.php?section=special-assessments-policy

APPENDIX D

Preliminary Assessment Role

Pending Assessment Roll
Bredesen Park D BA-409

	Street	PID	Lot	Block	House No.	Owner	Assessable REU	Assessment Amount
	Walnut Drive							
1		3111721310016			5900	Jay Clysne	1	$ 13,500.00
2		3111721310005			5901	Rachel Luther	1	$ 13,500.00
3		3111721310017			5904	Jay Clysne	1	$ 13,500.00
4		3111721310006			5905	Renee & John Wurm	1	$ 13,500.00
5		3111721310018			5908	Myrna & James Maloney	1	$ 13,500.00
6		3111721310007			5909	Julie & Christopher Hansen	1	$ 13,500.00
7		3111721310019			5912	William & Birdie Westerdahl	1	$ 13,500.00
8		3111721310008			5913	Matthew & Catherine Girsch	1	$ 13,500.00
9		3111721310020			5916	Peter & Julie Schaub	1	$ 13,500.00
10		3111721310009			5917	Therese & Richard Recke	1	$ 13,500.00
11		3111721310021			5920	George Krueger	1	$ 13,500.00
12		3111721310010			5921	Laura & David Pederson	1	$ 13,500.00
13		3111721310022			5924	Ardell Stark	1	$ 13,500.00
14		3111721310023			5928	Ashley Ramberg	1	$ 13,500.00
15		3111721310011			5929	Tyler Turner & Gayle Kaplan	1	$ 13,500.00
16		3111721310024			5932	Virginia & Jose Abullarade	1	$ 13,500.00
17		3111721310012			5933	Malcolm & Britt Johns	1	$ 13,500.00
18		3111721310025			5936	Jason & Jean Wiley	1	$ 13,500.00
19		3111721310013			5937	Steven & Sallie Eckhouse	1	$ 13,500.00
20		3111721310026			5940	Mary & Daniel Mulvehill	1	$ 13,500.00
21		3111721310014			5941	Alexandra Peyton	1	$ 13,500.00
22		3111721310027			5944	John & Bonnie Maney	1	$ 13,500.00
23		3111721310015			5945	Joseph Carroll& Caroline Ullom	1	$ 13,500.00
24		3111721340020			5949	Julie & Cory Smith	1	$ 13,500.00
25		3111721340013			6000	Madeline & Edward Youssef	1	$ 13,500.00
26		3111721340012			6001	Jordan Hart	1	$ 13,500.00
27		3111721340014			6004	Janet Murphy	1	$ 13,500.00
28		3111721340011			6005	Michael, Taylor & Susan Holm	1	$ 13,500.00
29		3111721340015			6008	Joseph Davis	1	$ 13,500.00
30		3111721340010			6009	Michelle Madson & Lennart Nielsen	1	$ 13,500.00
31		3111721340016			6012	Timothy Nelson	1	$ 13,500.00
32		3111721340009			6015	Dorothy Cina	1	$ 13,500.00
33		3111721340017			6016	Steven Throndson & Richard Geissler	1	$ 13,500.00
34		3111721340022			6017	Shirley & Robert Hermann	1	$ 13,500.00
35		3111721340018			6020	Lori Johnson	1	$ 13,500.00
36		3111721340019			6024	Lisa Amundson	1	$ 13,500.00
	Tamarac Lane							
37		3111721420005			5900	Steven & Heidi Pfafferle	1	$ 13,500.00
38		3111721420006			5904	Benton & Alison Pence	1	$ 13,500.00
39		3111721420010			5905	Mary Haymaker	1	$ 13,500.00
40		3111721420007			5908	Nancy & Alexander Darbut	1	$ 13,500.00
41		3111721420011			5909	Wayne & Susan Bach	1	$ 13,500.00
42		3111721420008			5912	Michelle & Jogn Bovy	1	$ 13,500.00

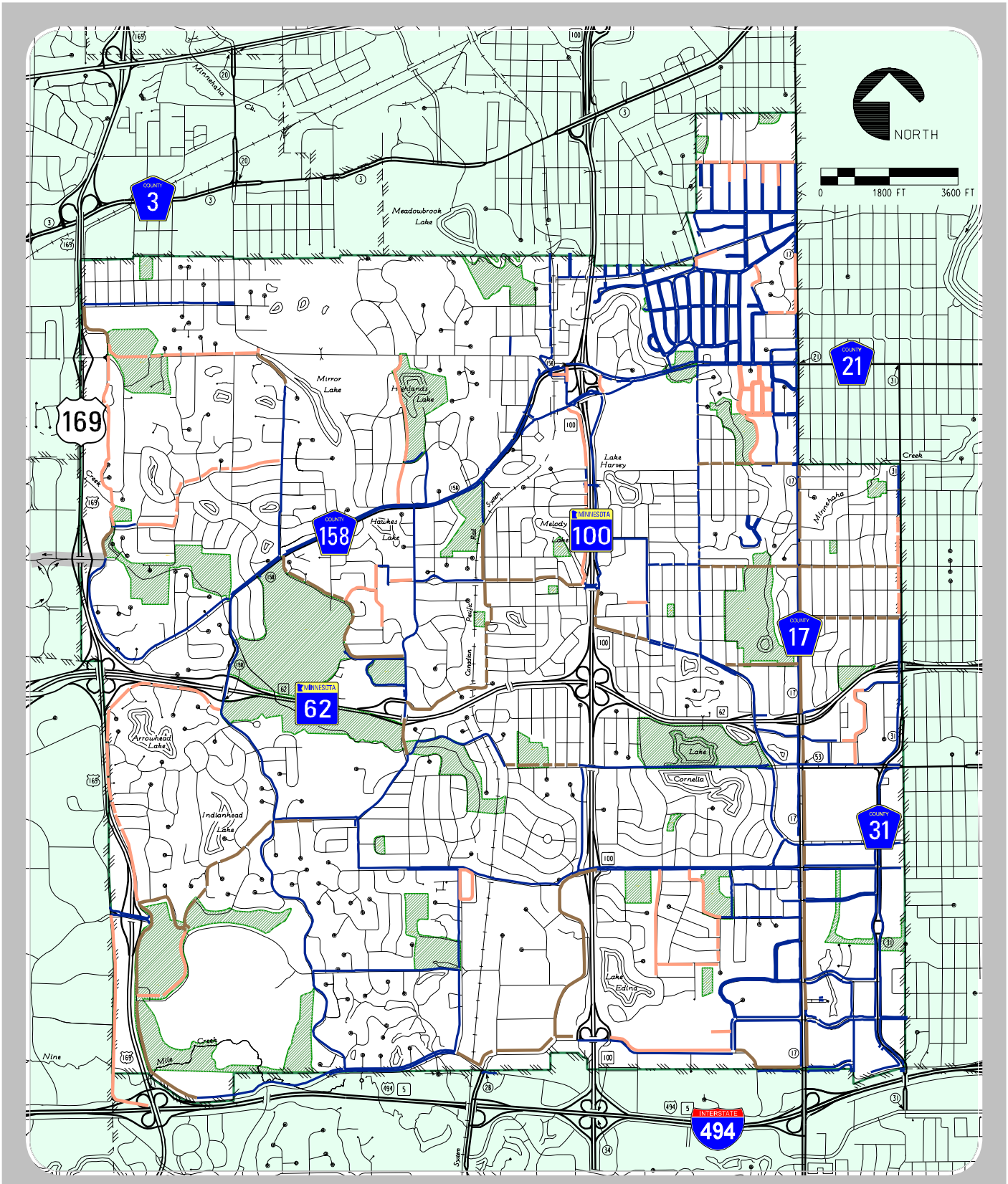
Pending Assessment Roll
Bredesen Park D BA-409

43		3111721420012			5913	Jane & George Saly	1	$ 13,500.00
44		3111721420009			5914	Michael & Marit Sprenger	1	$ 13,500.00
45		3111721420013			5917	Richard Kuhlman & Robert Foster	1	$ 13,500.00
	Tamarac Avenue							
46		3111721420023			5916	Irene Whelan & Edward Zantek	1	$ 13,500.00
47		3111721420024			5920	Jennifer & Christopher Lowe	1	$ 13,500.00
48		3111721420025			5924	Hugh & Carol Meeker	1	$ 13,500.00
49		3111721420064			5925	Frederick & Catherine Friswold	1	$ 13,500.00
50		3111721420026			5928	Kurt & Andrea Butz	1	$ 13,500.00
51		3111721420063			5929	Nancy & Mark Kirkbride	1	$ 13,500.00
52		3111721420027			5932	William Peria	1	$ 13,500.00
53		3111721420062			5933	Martha & Kipton Lundquist	1	$ 13,500.00
54		3111721430003			6000	Bruce & Ann Bredeson	1	$ 13,500.00
55		3111721430004			6004	Michael & Mary Ann Monahan	1	$ 13,500.00
56		3111721430005			6008	Janet & Charles Allinson	1	$ 13,500.00
57		3111721430006			6012	Donald & Betty Freese	1	$ 13,500.00
58		3111721430007			6016	Salima & Nooruddin Gangani	1	$ 13,500.00
	Aspen Road							
59		3111721420049			6412	Peter Lefebvre	1	$ 13,500.00
60		3111721420048			6417	Patrick Mcintyre	1	$ 13,500.00
61		3111721420043			6420	Laurie Chapman	1	$ 13,500.00
62		3111721420040			6421	Jennifer & James Ebsen	1	$ 13,500.00
63		3111721420037			6424	David & Abbey Staugaitis	1	$ 13,500.00
64		3111721420039			6425	Rich Treece & Deborah Croker	1	$ 13,500.00
65		3111721420017			6500	Mrinalini Mudkanna & Amit Bhati	1	$ 13,500.00
66		3111721420021			6501	Grace Song & Eric Shin	1	$ 13,500.00
67		3111721420016			6504	Jeanne Bastyr	1	$ 13,500.00
68		3111721420020			6505	Laura & James Foster	1	$ 13,500.00
69		3111721420015			6508	Justin & Dana Schletz	1	$ 13,500.00
70		3111721420019			6509	Paul Walsh & Pamela Huey	1	$ 13,500.00
71		3111721420018			6511	Steve & Caprice Disalvo	1	$ 13,500.00
72		3111721420014			6512	Shida Arvin & Ehsan Dehbashi	1	$ 13,500.00
73		3111721420022			6517	Dale & Mary Johnson	1	$ 13,500.00
	Vernon Ave S							
74		3111721430095			6512	Chapel Hills United Church	2.1	$ 28,350.00
75		3111721430097			6512	Chapel Hills United Church		
76		3111721420036			6418	City of Edina	2	$ 27,000.00

Preliminary Assessable Cost	$	1,040,850.00
Total Assessment REU		77.1
Average Cost Per REU	$	13,500.00

APPENDIX E

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities



LEGEND:

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

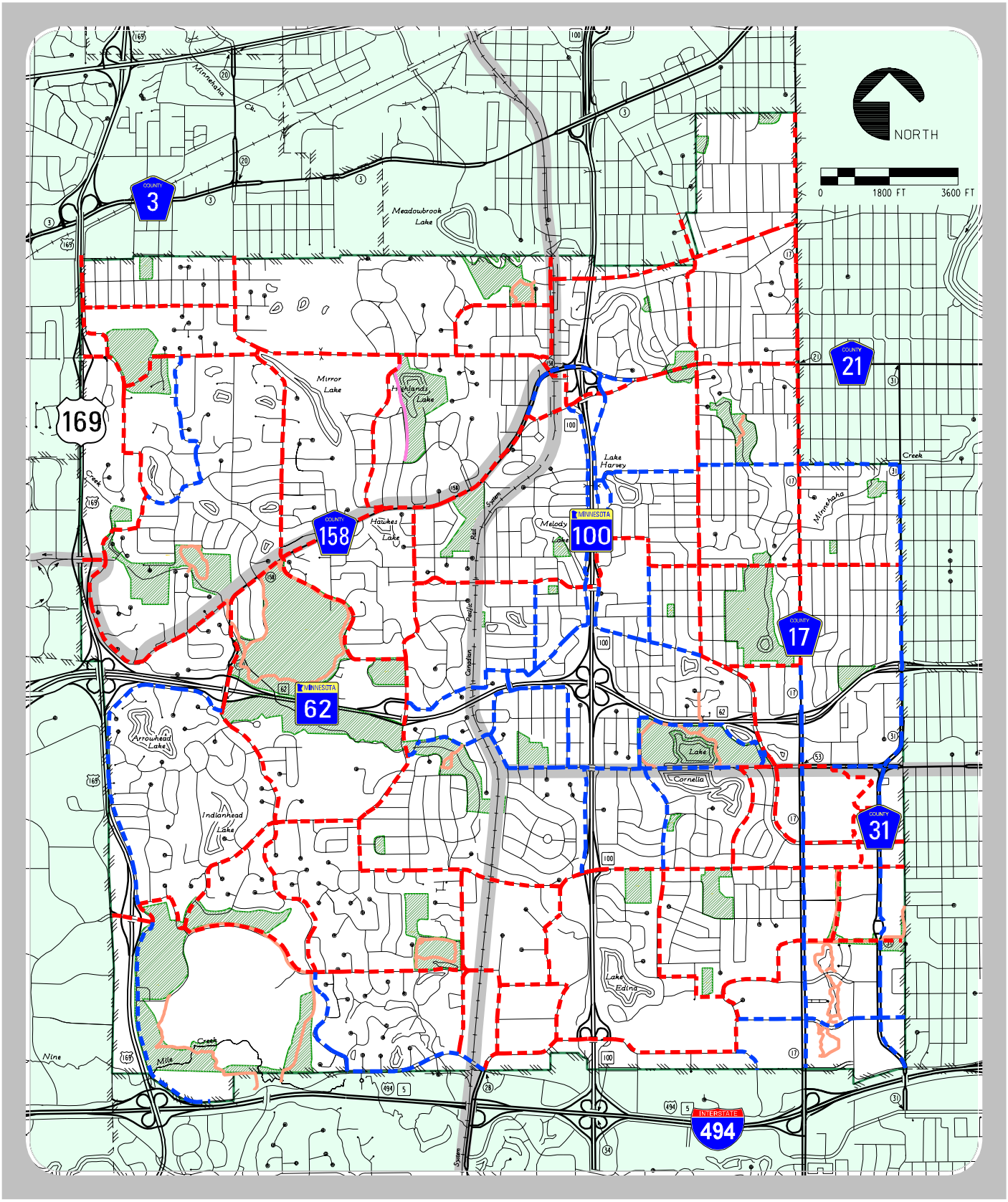
Note: Park Pathways are included on Figure 7.11

City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

Date Printed: 10/22/2008
WSB Filename: K:\0686-03\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
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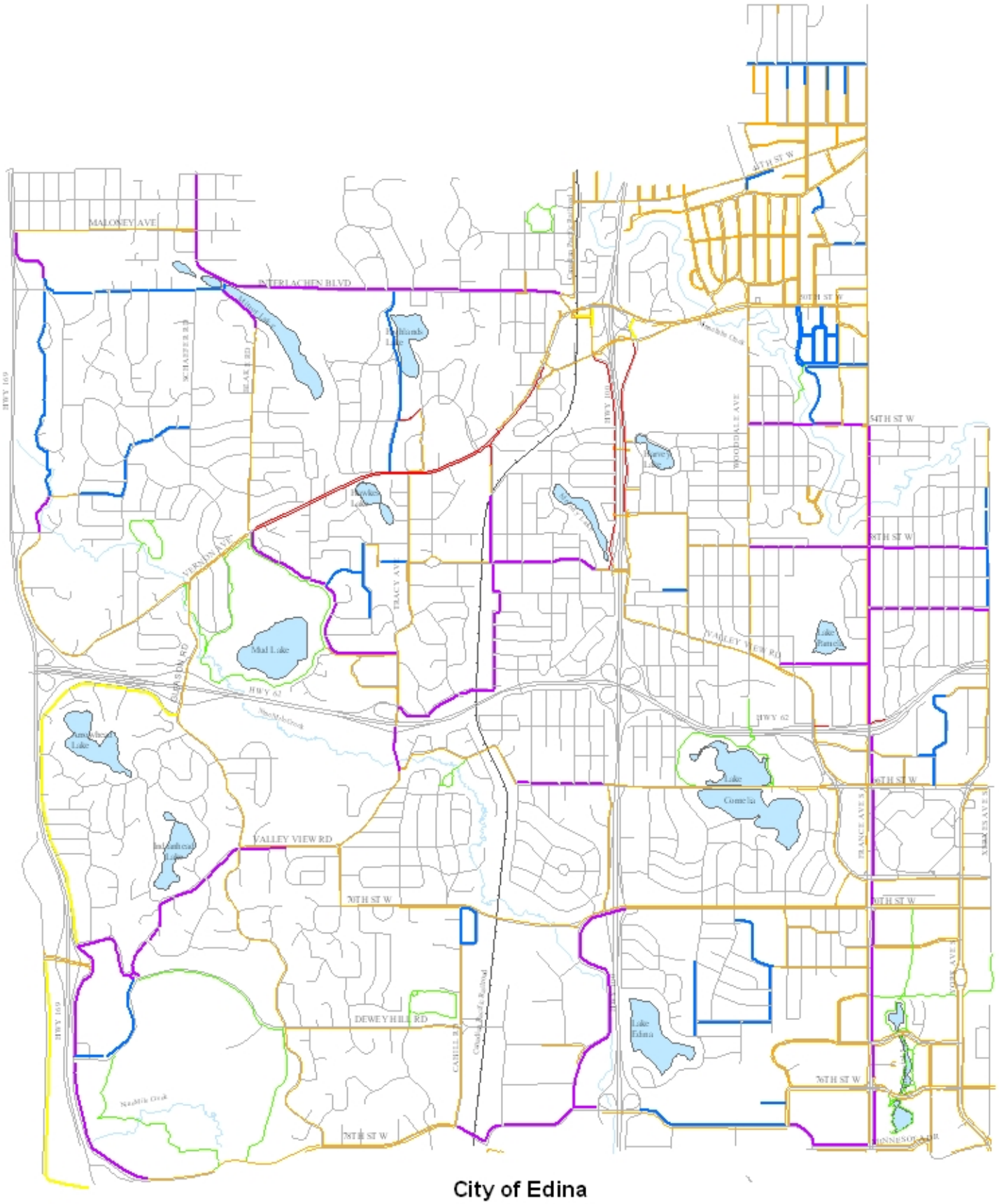
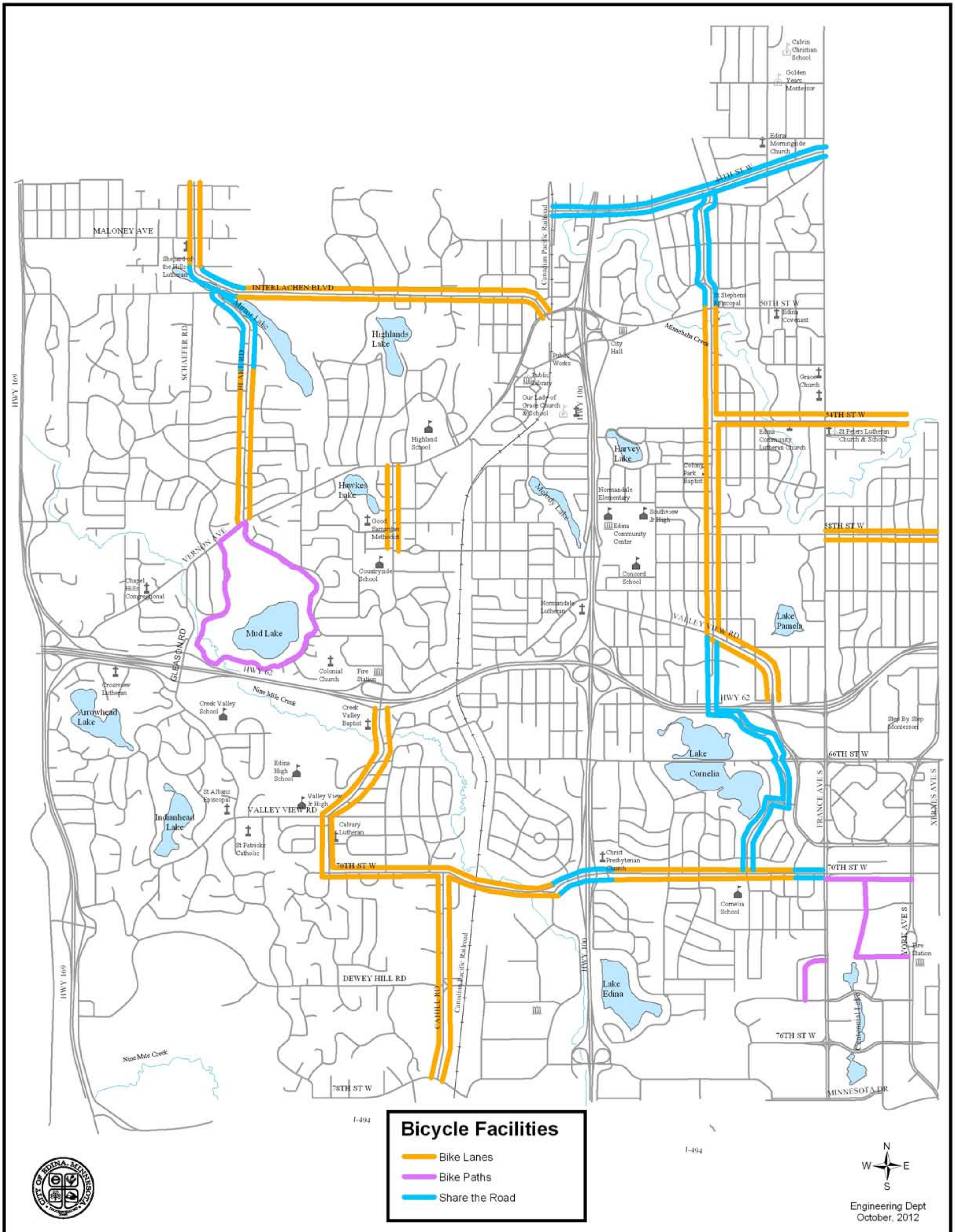


City of Edina
Draft Pedestrian Facilities - Fig 8.8

- 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

N W E S

Engineering Dept
December, 2011


Bicycle Facilities
Bike Lanes
Bike Paths
Share the Road
Engineering Dept
October, 2012
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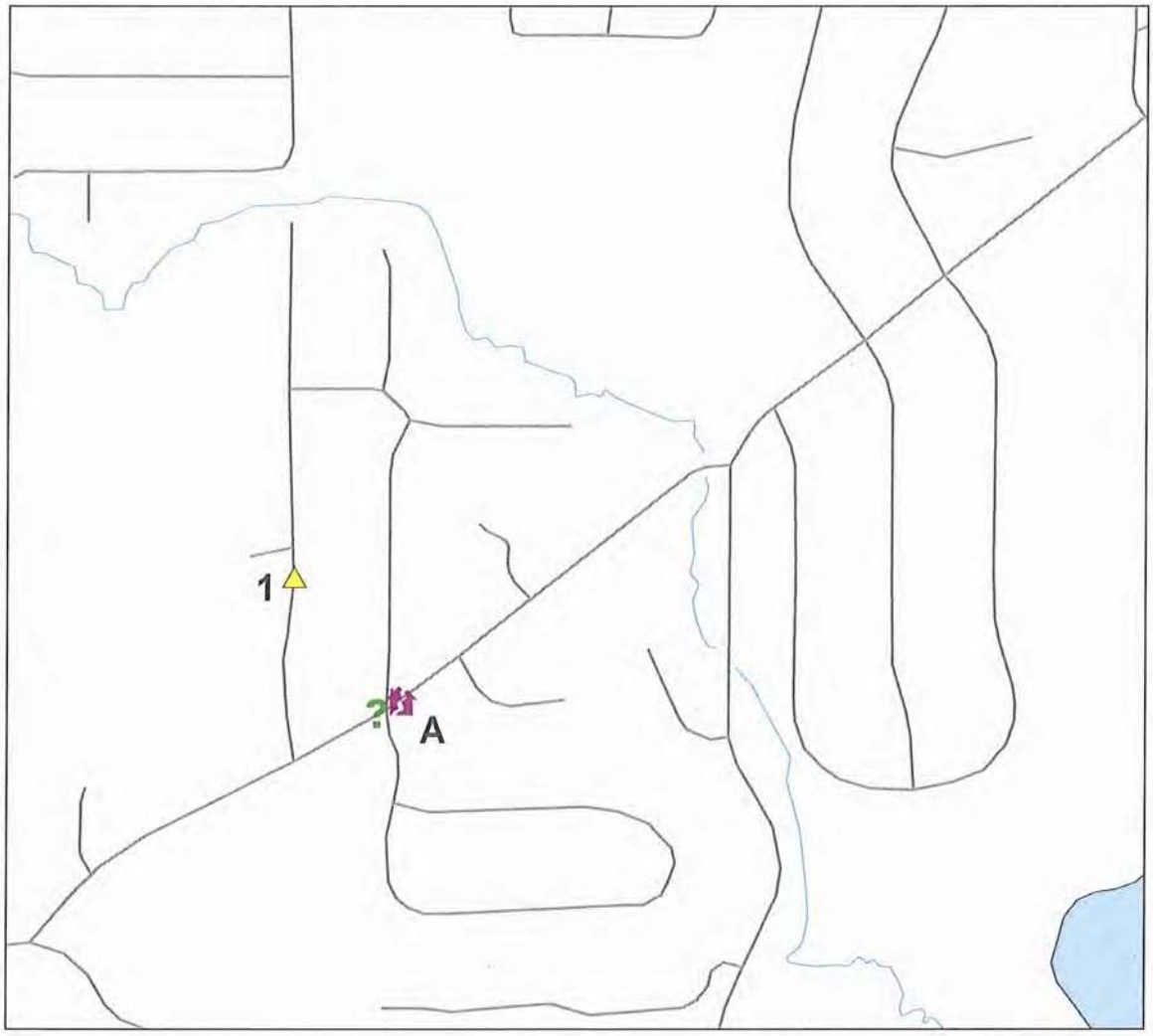
MALONEY AVE
INTERLACHEN BLVD
SCHAEFER RD
BLAKE RD
Mirror Lake
Highlands Lake
Highland School
Hawkes Lake
Good Samaritan Methodist
Countryside School
VERNON AVE
Chapel Hills Congregational
GLEASON RD
Mud Lake
HWY 62
Colonial Church
Fire Station
Crossview Lutheran
Arrowhead Lake
Creek Valley School
Nine Mile Creek
Creek Valley Baptist
Edina High School
Valley View Jr High
St Albans Episcopal
Indianhead Lake
VALLEY VIEW RD
Calvary Lutheran
St Patricks Catholic
70TH ST W
DEWEY HILL RD
CAHILL RD
Canadian Pacific Railroad
78TH ST W
I-494
HWY 169
HWY 100
Shepard of the Hills Lutheran
Public Works
Public Library
Our Lady of Grace Church & School
City Hall
Minnehaha Creek
Harvey Lake
Melody Lake
Normandale Elementary
Southview Jr High
Edina Community Center
Concord School
Normandale Lutheran
Colony Park Baptist
Lake Cornelia
Christ Presbyterian Church
Cornelia School
Lake Edina
Calvin Christian School
Golden Years Montessor
Edina Morningside Church
44TH ST W
St Stephens Episcopal
50TH ST W
Edina Covenant
Grace Church
54TH ST W
Edina Community Lutheran Church
St Peters Lutheran Church & School
58TH ST W
Lake Pamela
Step By Step Montessori
66TH ST W
FRANCE AVE S
XERXES AVE S
YORK AVE S
Fire Station
Centennial Lakes
76TH ST W
MINNESOTA DR

APPENDIX F

2014 Bredesen Park D Traffic and Crash Data

2014 Bredesen Park D Traffic and Crash Data



Traffic Data				
Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	Walnut Drive	2013	170	28.8

Crash Data				
Location	Severity	Year	Month	Time
A	Injury - Possible Injury	2005	May	910
	Property Damage - No Apparent Injury	2001	Feb.	1600

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Engineering Dept
August, 2013

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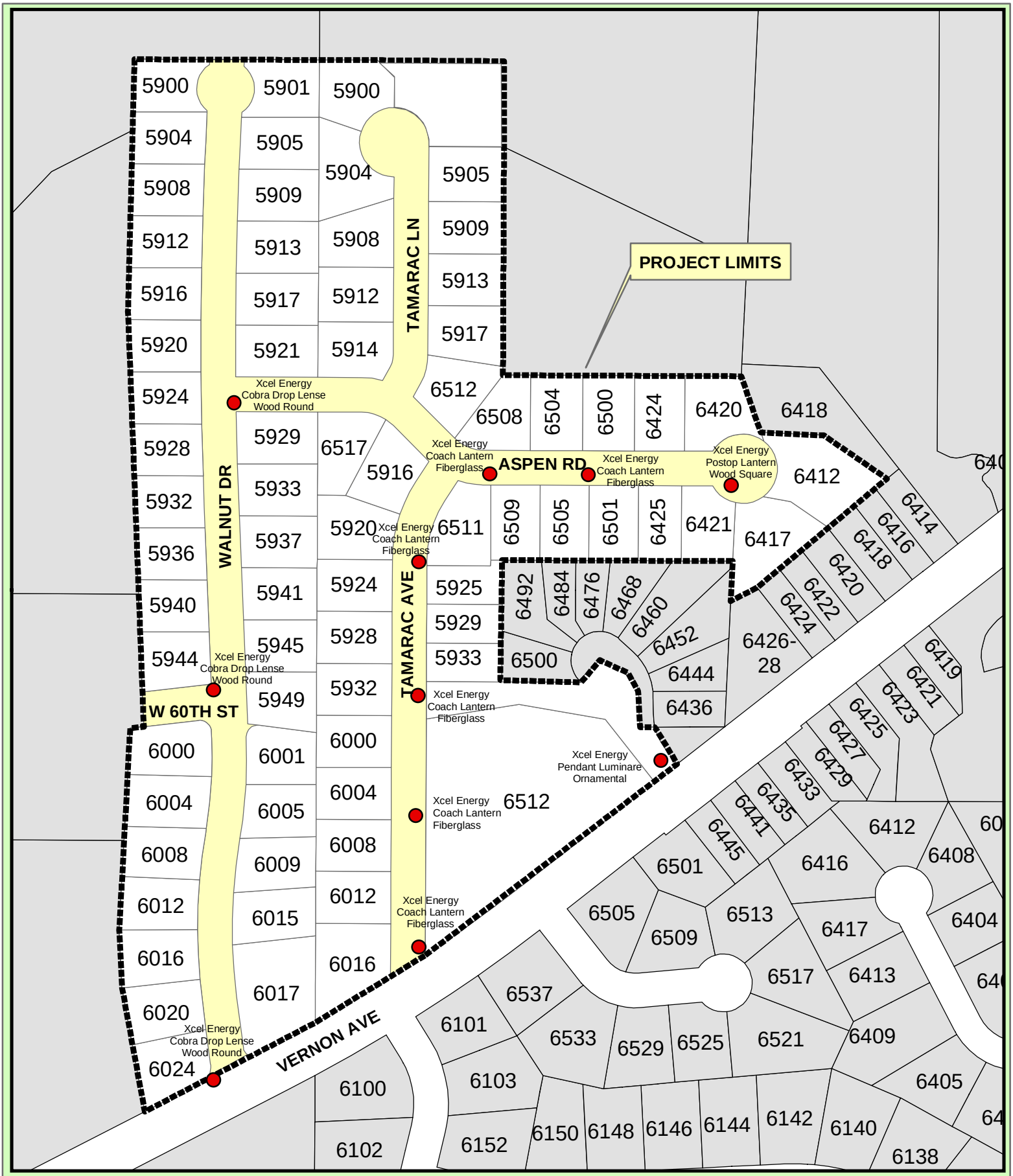
APPENDIX G

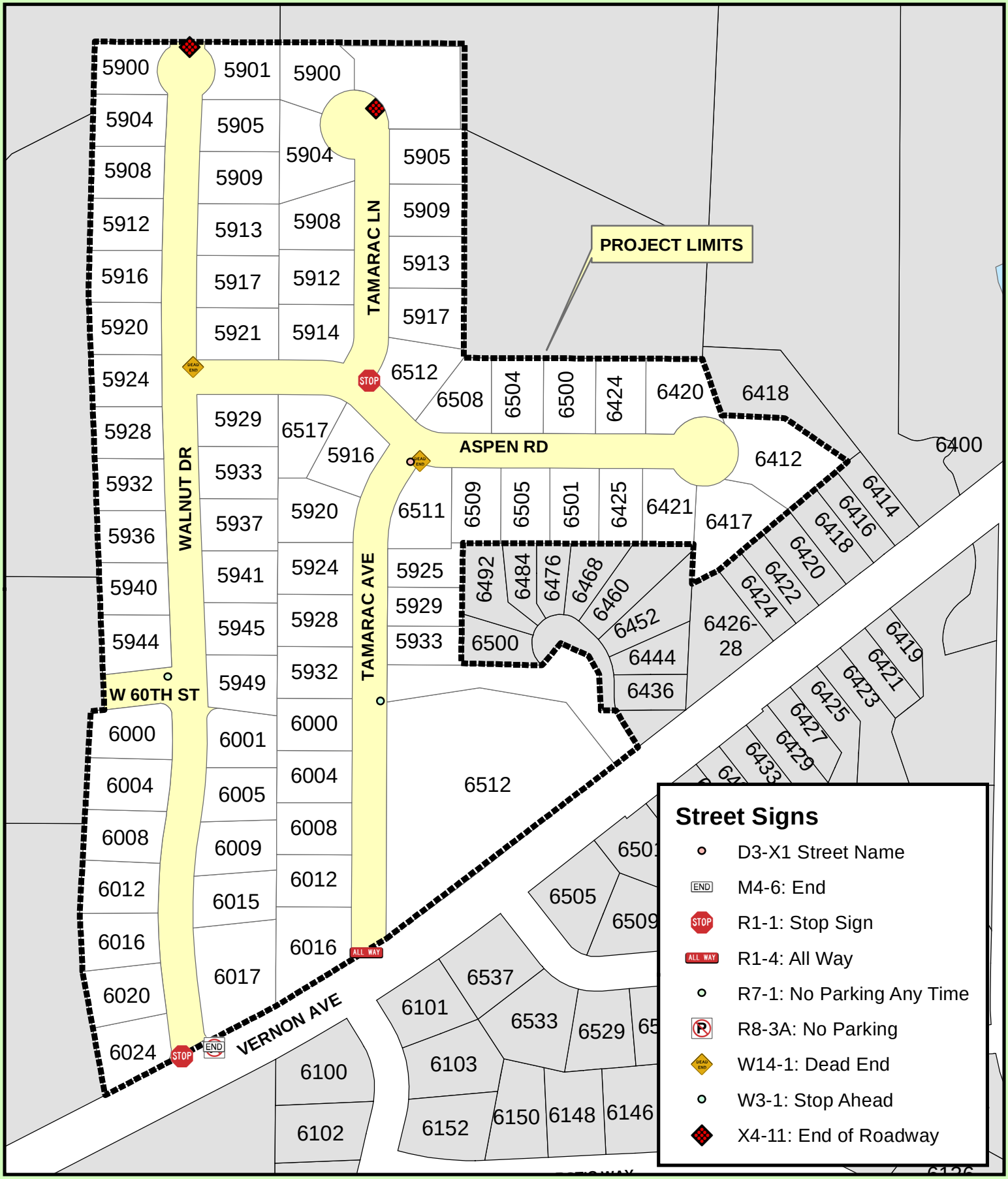
Existing Street Lights and Signs



Street Lights
Bredesen Park D Neighborhood Roadway Reconstruction
Improvement No: BA-409

N W E S

Engineering Dept
June, 2013



Signs
Bredesen Park D Neighborhood Roadway Reconstruction
Improvement No: BA-409

N W E S

Engineering Dept
June, 2013

APPENDIX H

Living Streets Policy

REPORT / RECOMMENDATION

To: City Council

Agenda Item #: VIII. A.

From: Karen M. Kurt
Assistant City Manager

Action ☒
Discussion ☐
Information ☐

Date: August 20, 2013

Subject: Approve Living Streets Policy

Action Requested:
Approve Living Streets Policy

Information / Background:
In May 2011, the City Council adopted a resolution in support of Living Streets and directed the Edina Transportation Commission to work with staff to develop a Living Streets Policy. Key steps in the development of the policy are outlined below:

- ETC formed a Living Streets Working Group. Members Paul Nelson, Jennifer Janovy and Michael Thompson played a critical role in policy development.
- The City received a $15,000 grant from the Bloomington Health Department. These funds were used to hire a consultant to review current city policies and to provide a framework for moving forward.
- Blue Cross and Blue Shield sponsored a workshop on February 15, 2012 led by representatives from the National Complete Streets Coalition. Key community stakeholders attended and participated in a brainstorming session about Edina's vision for future streets.
- The ETC Working Group and staff prepared a draft Living Streets Policy which was reviewed with the Transportation Commission, Planning Commission, Human Rights and Relations Commission, Park Board, Energy and Environment Commission and Bike Edina Task Force. Feedback is collected for incorporation into the Living Streets Policy and future Living Streets Plan.
- The Living Streets Policy draft is reviewed during a joint work session with ETC and City Council.

Upon policy adoption, Mark Nolan, Transportation Planner, will begin working with internal and external advisory groups to draft content for the Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well best practices for community engagement during the design process.

Confirmed members of the external advisory group are:

- Arnie Bigbee, Human Rights and Relations Commission
- Claudia Carr, Planning Commission
- Jennifer Janovy, Transportation Commission
- Ellen Jones, Park Board
- Bill McCabe, Arts and Culture Commission
- Paul Nelson, Transportation Commission
- Paul Thompson, Energy and Environment Commission
- Courtney Whited, Transportation Commission

Staff is waiting for confirmation from additional representatives from the Planning Commission, Energy and Environment Commission and Community Health Committee. Additional community expertise will be sought as needed throughout the process.

Members of the internal advisory team are:

- Ross Bintner, Environmental Engineer
- Jeff Elasky, Police Lieutenant
- Susan Faus, Assistant Parks and Recreation Director
- Cindy Larson, Redevelopment Coordinator
- Chad Millner, Assistant City Engineer
- Bob Pestrud, Parks Foreman
- John Scheerer, Street Supervisor
- Jeff Siems, Fire Marshal

Additional staff expertise will be sought as needed throughout the process. Staff is also in the process of securing a $5,000 grant from Bloomington Public Health that will be used to develop a community education and outreach plan for Living Streets.

Attachments:

Proposed Living Streets Policy

Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians 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 Living Streets Policy defines Edina's vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City's 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the "do.town" effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City's Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where…

- Transportation utilizing all modes is equally safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets are inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

The City will plan, design, and build high quality transportation facilities that meet 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 design, operate, and maintain a transportation system that provides a highly connected network of streets that 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 adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
- The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- 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 street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street 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, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.

Exceptions:

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.
- The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
- The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas.

Design

The City will develop and adopt guidelines as part of the Living Streets Plan to direct the planning, funding, design, construction, operation, and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines will allow for context-sensitive designs.

The City's design guidelines will:

- Keep street pavement widths to the minimum necessary.
- Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield or neighborhood park. Termini will be determined by context.
- 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.
- Provide bicycle accommodation on all primary bike routes.
- Allocate right-of-way for boulevards.
- Allocate right-of-way for parking only when necessary and not in conflict with Living Streets principles.
- Consider streets as part of our natural ecosystem and incorporate landscaping, trees, rain gardens and other features to improve air and water quality.

The design guidelines in the Living Streets Plan will be incorporated into other City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will update the Living Streets Plan.

Context Sensitivity

Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes. To accommodate these differences, the City will:

- Seek input from stakeholders;
- Design streets with a strong sense of place;
- Be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines;
- Be mindful of existing land uses and neighborhood character; and

- Coordinate with business and property owners along commercial corridors to develop vibrant commercial districts.

Benchmarks and Performance Measures

The City will monitor and measure its performance relative to this Policy. Benchmarks demonstrating success include:

- Every street and neighborhood is a comfortable place for walking and bicycling;
- Every child can walk or bike to school or a park safely;
- Seniors, children, and disabled people can cross all streets safely and comfortably;
- An active way of life is available to all;
- There are zero traffic fatalities or serious injuries;
- No unfiltered street water flows into local waterways; storm water volume is reduced; and
- Retail streets stay or become popular regional destinations.

The City will draw on the following data to measure performance. Additional performance measures may be identified as this Policy is implemented.

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Speed statistics of vehicles on local streets.

Implementation

The goal of this Policy is to define and guide the implementation of Living Streets principles. Several steps still need to be taken to reach this goal. The first step will be to develop a Living Streets Plan to guide the implementation of the Policy. The Plan will:

- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;
- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);
- Define the process by which residents participate in street design and request Living Streets improvements; and
- Define standards for bicycle and pedestrian connectivity to ensure access to key public, private and regional destinations.

Additional implementation steps include:

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis;
- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;
- Inventory building and zoning codes to bring these into agreement with Living Streets principles as established by this Policy;
- Update and document maintenance policies and practices to support Policy goals;
- Update and document enforcement policies and practices to ensure safe streets for all modes;
- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Active Routes to School Plan, etc.);
- Incorporate Living Streets as a criteria when evaluating transportation priorities in the Capital Improvement Plan (CIP);
- Review and update funding policies to ensure funding sources for Living Streets projects; and
- Coordinate with partner jurisdictions to achieve goals in this Policy.