ENGINEERING STUDY

COUNTRYSIDE H NEIGHBORHOOD ROADWAY IMPROVEMENTS

Amy Drive, Arbour Avenue, Benton Avenue, Grove Street, Merold Drive, Olinger Circle, Stuart Avenue, Sun Road, Wycliff Road

IMPROVEMENT NO. BA-413

November 10, 2014

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.

Patrick E. Wrase — 25093 — 11/10/14

Patrick E. Wrase | Reg. No. | Date

ENGINEERING STUDY – BA-413

ENGINEERING DEPARTMENT
CITY OF EDINA

COUNTRYSIDE H NEIGHBORHOOD ROADWAY IMPROVEMENTS
NOVEMBER 10, 2014

SUMMARY: The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer and watermain systems, spot repair of concrete curb and gutter, construction of new concrete sidewalks, and complete reconstruction of bituminous pavement surfaces.

The estimated total project cost is $3,880,180. The estimated roadway construction cost is $1,924,005 and will be funded through special assessments at a rate of approximately $11,732 per residential equivalent unit (REU). Utility improvements and repairs amount to $1,807,035 and will be funded through the respective utility funds. Sidewalk improvements are estimated to cost $149,140 and will be funded through the Pedestrian and Cyclists Safety (PACS) fund.

The project can be completed during the 2015 construction season. Staff believes the project is feasible, cost effective, and necessary to maintain a livable environment and a sound public infrastructure, as initiated by Edina's 2000 strategic plan, Vision 20/20.

LOCATION: The project includes Arbour Avenue, Olinger Circle, Sun Road, Amy Drive, Merold Drive, Grove Street, Wycliffe Road, Stuart Avenue, and Benton Avenue. Below is a detailed location map of the Countryside H Neighborhood Roadway Improvement Project (Figure 1).

Berne Circle, located west of Olinger Road, was initially included in the Countryside H neighborhood. However, after evaluating current pavement condition, economy of scale, and geographic proximity, staff decided to postpone the reconstruction of Berne Circle and add it to an adjacent reconstruction project scheduled for 2017. A letter was sent to the affected residents informing them of this decision. A copy of the letter can be found in Appendix L.

Engineering Study
Countryside H Neighborhood Improvements No. BA-413
November 10, 2014

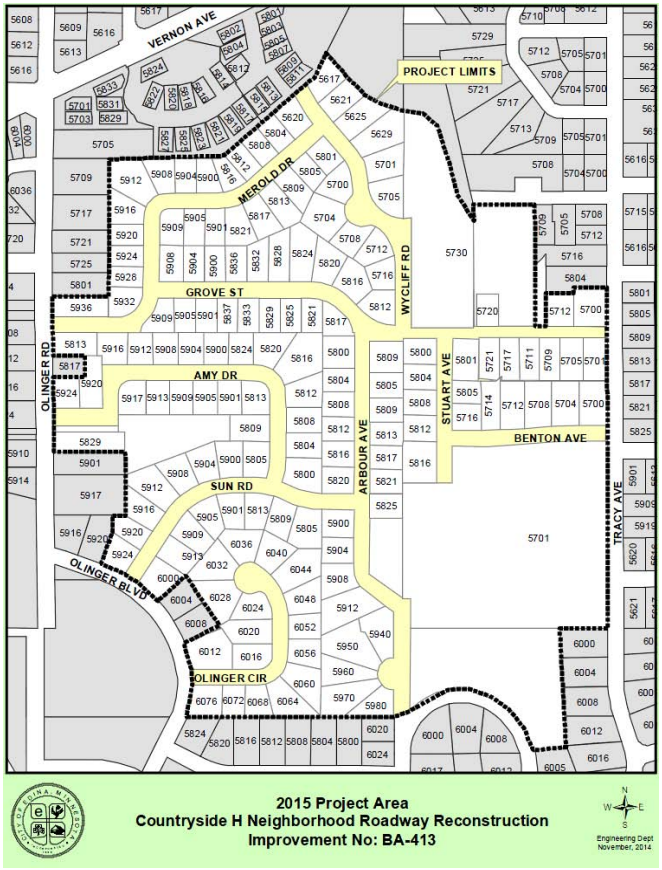


Figure 1. Project Area Map

INITIATION & ISSUES: The Countryside H Neighborhood project was initiated by the Engineering Department as part of the City's Neighborhood Reconstruction Program, identified in the Capital Improvement Plan. This project addresses updating aging infrastructure with improvements associated with the pavement condition, storm water, sanitary sewer, and watermain systems, and bicycle and pedestrian facilities.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update (the "Plan"), the Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the Living Streets Policy, the Active Routes to School Plan and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the Plan addresses locations of proposed sidewalk facilities within the City. As shown in Figure 7.10 of Appendix E, there are existing sidewalks on Grove Street between Arbour Avenue and Stuart Avenue and on Stuart Avenue from Grove Street to Countryside Elementary School. There are proposed sidewalk facilities on Arbour Avenue between Arbour Lane and Grove Street, on Sun Road between Arbour Avenue and Olinger Boulevard, and on Benton Avenue between Stuart Avenue and Tracy

Avenue. These proposed sidewalks are also included in the City of Edina Active Routes to School (ARTS) Plan that was approved by the City Council on June 17, 2014. Additionally, a Public Hearing for the Planning Commission was held on October 22, 2014, and with the City Council on November 3, 2014 to consider amendments to Chapter 7 of the Plan. The amendments include incorporating the sidewalks recommended by the ARTS Plan and the Living Streets Policy into the Plan. The City Council delayed acting on the Plan amendments for one month until an expanded public information program regarding the proposed Plan amendments is conducted.

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 bicycle facilities indicated within the project limits.

Living Streets Policy and Sustainability Evaluation

The vision statement of the Living Streets Policy expresses the need to look at future projects differently:

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 is currently in draft form, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways. It is anticipated that the Living Streets Plan will be completed by March of 2015.

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 and mobility to the transportation network. Where available, this includes transportation options for a variety of user groups including, but not limited to, children, seniors, and disabled individuals. In addition, the project improves mobility for different types of users, such as pedestrians, cyclists, and motorists. 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, eliminating standing water, ice, and algae buildup along the 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 system, which minimizes regional wastewater treatment. Bituminous pavements will be recycled on-site, minimizing truck traffic to and from the site.

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

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

Staff Issues

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

- Existing sanitary sewer and watermain system conditions
- Stormwater drainage
- Private utilities
- Existing street lighting
- Existing pavement surface condition
- Existing landscaping, retaining walls, and driveways
- Traffic speed and volume
- Pedestrian accessibility and safety

Resident Input

As part of the Engineering Department's practice of notifying residents 2-3 years prior to a potential reconstruction project, residents were invited to an open house on October 8th, 2012. Residents were also invited to a second open house on September 9th, 2013. Materials from these meetings are available upon request.

We followed up with a questionnaire to the property owners on June 4, 2014, inquiring about drainage problems, pedestrian accommodations, street lighting, and other project-related concerns. The questionnaire was completed and returned by 79 of the 148 property owners, a return rate of 53%. The full questionnaire and responses can be found in Appendix B.

The following is a summary of feedback received from residents:

- 15 of 79 (19%*) felt sidewalks were needed; 64 (81%) opposed new sidewalks
- 25 (32%) identified traffic concerns in the neighborhood
- 28 (35%) identified localized drainage problems in the neighborhood
- 18 (23%) felt street lighting was inadequate and favored upgrades

*Percentages based on number of returned surveys

A neighborhood informational meeting was then held on July 28, 2014 to discuss the improvements planned for this neighborhood. The meeting was attended by 42 residents representing 35 properties. Materials from this meeting can be found in Appendix A.

On August 1, 2014, a letter was sent to the residents discussing the proposed sidewalk facilities. The letter discussed how the new sidewalks are incorporated into the ARTS Plan, and explained the separate approval processes for the assessable portions of the project versus the PACS funded portions of the project. A copy of the letter can be found in Appendix C.

Resident input was also taken in the form of emails regarding the project. Those emails can be found in Appendix K.

Staff Input

A draft engineering study was provided to the Public Works, Fire, and Police Departments.

Fire: The Fire Department commented on the need for fire hydrants to be upgraded to hydrants with Storz type connections. All fire hydrants within the project will be replaced with new Storz style hydrants. The Fire Department also asked that fire hydrant spacing be reviewed to insure a maximum spacing of 350' in order to meet fire code and that hydrants be placed to minimize snow accumulation. Engineering staff will review current hydrant placement and will insure compliance with these requests.

Public Works: The Public Works Department inquired about the planned inflow and infiltration reduction improvements. The sanitary sewer will be repaired with trenchless methods in areas with pipe defects identified by internal camera inspections. In addition, existing manholes will have the adjusting rings rebuilt with watertight rings and casting seals.

Public Works staff also inquired about the sidewalk connection along Benton Avenue, from Countryside Elementary School to Tracy Avenue as recommended by the Active Routes to School Plan, but removed from the project due to conflicts with vehicle movements at Countryside Elementary. This route, although not being constructed with the Countryside H project, will remain part of the ARTS Plan. In the future, a design compatible with school access may be possible or a Tracy Avenue connection could possibly be made at an adjacent location.

Public Works staff is concerned about the condition of the street lighting and related wiring within the project area. The Engineering Department met with Xcel Energy and other private utility representatives on August 28th, 2014 for a project introduction meeting. Engineering Department staff will continue conversations with Xcel Energy on this topic to insure that street lighting system is capable of achieving long service life similar to that of the reconstructed streets.

Edina Transportation Commission Input

A preliminary overview of the Countryside H project was first presented to the Edina Transportation Commission (ETC) at the August 21st, 2014 regular meeting. Prior to the October 23rd meeting, the draft Countryside H Engineering Study was provided for review. The ETC requested to know what the increase in project cost would be if all of the curb on the project were replaced rather than just the sections currently planned for removal. Based on Engineering Department inspections of the existing curb, approximately 23% of the existing curb is planned to be replaced due to various defects including settled or uplifted sections that are an impediment to street drainage, excessive cracking, and excessive surface spalling. The estimated cost to replace the defective curb (4,690 lineal feet) is $93,800. The estimated cost to replace all 20,540 feet of curb within the project area is $328,640. This increase in cost is not possible within the limited budget of the stormwater utility fund. If the residents were to choose to be assessed in order to have all of the curb replaced, the assessment per REU would increase by approximately $1,432.

The ETC inquired about the adequacy of the existing street lighting. Engineering staff has not conducted an examination of the existing illuminance within the Countryside H project area. The neighborhood survey questions related to street lighting did not indicate that street lighting was viewed as a problem by a significant number of respondents. Relevant minutes from the ETC meetings are included in Appendix M.

Engineering Study
Countryside H Neighborhood Improvements No. BA-413
November 10, 2014

EXISTING CONDITIONS: **Streets**

The roadways in this neighborhood were originally constructed between 1962 and 1979. All of the streets in the neighborhood currently have concrete curb and gutter, and the average roadway width is 30 feet. The typical street section has four inches of bituminous pavement over a sand and gravel base, according to record plans of the original construction. Street sections have been verified by a recent geotechnical evaluation of the project area.

The pavement condition varies throughout the neighborhood, but is in relatively poor condition. The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Countryside H is 4. Examples of the current street condition can be seen in Photos 1 & 2.

Photo 1. Existing Pavement Condition

Photo 2. Existing Pavement Condition

The City of Edina contracts with a consultant to evaluate all bituminous roadways within the City. The streets are 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; 100 representing a brand-new road surface and 0 being extremely poor. The City evaluates the PCI values of streets within a neighborhood to determine a proper maintenance program. Neighborhoods with a PCI greater than 65 are considered for seal coats, PCIs between 65 and 45 are evaluated for mill and overlays, and PCIs less than 45 are evaluated for total reconstruction.

The pavement throughout these streets is near the end of its useful life. The costs to maintain and repair the roadways will steadily increase, and seal coating or overlaying is no longer feasible.

Traffic and Crash Data

City staff measured traffic volumes and speeds at four locations within or near the neighborhood. Average daily traffic volumes ranged from 300 to 364 cars per day with 85th percentile speeds ranging from 22.2 to 25.5 mph. The traffic and crash data is shown in Appendix G.

Public Utilities

Sanitary Sewer

The existing sanitary sewer system consists of 9-inch vitrified clay pipe (VCP), installed between 1956 and 1978. Historical records indicate there have been few sewer back-ups or blockages in the area. The trunk sanitary sewer system will be televised and evaluated for upgrades.

Watermain

The existing watermain system consists of 6-inch cast iron pipe (CIP) and 6-inch ductile iron pipe (DIP), installed between 1960 and 1978. The overall system has experienced relatively few breaks. 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 the Nine Mile Creek Watershed District. The Comprehensive Water Resource Management Plan indicates potential backyard storm water issues, as well as some possible storm sewer manhole surcharging in large storm events. Further evaluation will be done by staff regarding drainage issues resulting from the resident questionnaires.

Private Utilities

Providers of privately owned gas, electric, communications, and cable television utilities are present in the neighborhood. The utilities are a combination of overhead and underground facilities located in backyards or along the boulevard.

Street lighting consists of standard "cobra," "ladder rack," and "coach lantern" lights mounted on wood and fiberglass poles located throughout the project area as shown in Appendix I.

Sidewalks

Sidewalks are currently located along the south side of Grove Street between Arbour Avenue and Stuart Avenue, along Grove Street and Wycliff Road in front of Good Samaritan Methodist Church, and along the west side of Stuart Avenue between Grove Street and Benton Avenue. There is also a sidewalk and concrete stairs that connect Countryside Elementary with the intersection of Arbour Avenue and Sun Road.

Landscaping

Some properties have vegetation, hardscapes (such as boulders and retaining walls), or other landscaped items within the City right-of-way. A portion of these landscape items will interfere with some of the proposed infrastructure improvements and will need to be removed in order to complete the necessary work.

PROPOSED IMPROVEMENTS:

Streets

The pavement section is proposed to be completely reconstructed to the subgrade. The existing pavement will be recycled for use as base material in the new roadway. A minimum of 8 inches of recycled gravel material will be graded and compacted as the base layer prior to placement of 2.5 inches of bituminous base and 1.5 inches of bituminous wear course. The reconstructed gravel and pavement sections will meet the requirements of a

minimum 20-year design life based on projected traffic loadings. With prescriptive maintenance procedures, including regular seal coating and periodic thin overlays, the design life can be extended considerably.

Due to the limited scope of the utility repairs, the majority of the concrete curb and gutter will remain in-place, and the current roadway widths will not be altered. While our Living Streets Policy sets a design guideline to keep street pavement widths to the minimum necessary and the draft Living Street Plan has defined the minimum street width as 27 feet without sidewalks and 24 feet with sidewalks, it is not cost effective to include these features within this project. It is anticipated that as part of the next street reconstruction project for this area, the utility systems will have reached the end of their service lives, thereby requiring extensive rehabilitation. This will require the removal of the majority of the curb and gutter, thereby allowing the Living Street design guidelines to be implemented in a cost-effective manner.

Public Utilities

Sanitary Sewer

Due to an unanticipated mechanical issue with the Edina Public Works sewer inspection camera, the current condition of the sanitary sewer system is unknown. Staff is working to obtain sewer condition information from an alternative source in order to determine the extent of repairs. Costs have been included based on historical data of street reconstruction projects.

Watermain

Watermain improvements include replacing all the gate valves, upgrading fire hydrants to City standard, and installing additional hydrants to meet current public safety standards. The replacement of these critical safety components is necessary to insure proper operation of the water system in times of need.

Storm Sewer

Spot repairs will be made to concrete curb and gutter segments that are deficient or no longer functioning properly. Any new or replaced curb and gutter is funded through the storm sewer fund, not under the roadway special assessment. The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition. Sump drains will be installed where feasible to allow property owners to connect their sump pump discharges directly into the storm sewer system.

A backyard drainage problem was identified in the Comprehensive Water Resource Management Plan between Grove Street and Benton Avenue (See Appendix F, Figure 1-1, HL_18). Two existing catch basin structures in the backyards connect to the storm sewer system on Grove Street through a 21-inch reinforced concrete pipe (RCP). It is proposed to upgrade the existing pipe that runs from the backyards to Grove Street with a 24-inch pipe to help minimize flooding during large rain events.

The resident questionnaires identified another drainage problem at the pond between Amy Drive and Sun Road (See Appendix F, Figure 1-2, MD_15). Staff is working to obtain additional information in order to alleviate potential flooding at this location. The Water Resource Management Plan recommended that an additional 0.3 acre-feet of dead storage volume be provided to meet Minnesota Pollution Control Agency design criteria. At this time, staff has determined it is not feasible to perform such water quality improvements on this detention basin. This water quality project could be implemented at a future date if funding is secured through the CIP process.

A localized drainage issue at the intersection of Merold Drive and Wycliffe Road (See Appendix F, Figure 1-3, HL_26) was also mentioned in a number of returned questionnaires. It may be possible to upgrade the existing 15-inch storm sewer pipes in this vicinity with 24-inch pipes to help minimize flooding during large rain events. Staff is reviewing this project with a Water Resources consultant to determine the feasibility of this improvement. Preliminary costs for this work to be funded by the stormwater utility fund have been included in the project cost estimate.

Sidewalks

Staff is proposing 5-foot wide, boulevard-style concrete sidewalks within the project area. Based upon preliminary information, the sidewalks are currently proposed to be constructed along the west side of Arbour Avenue from Grove Street to Sun Road, along the east side of Arbour Avenue from Sun Road to Arbour Lane, and along the north side of Sun Road from Arbour Avenue to Olinger Boulevard. Figure 2 shows the existing and proposed sidewalk facilities. The sidewalk along Benton Avenue from Stuart Avenue to Tracy Avenue has been discussed with officials from Countryside Elementary and has been determined to be incompatible with pedestrian access to the school due to conflicts with vehicular traffic accessing the school drop-off zones.

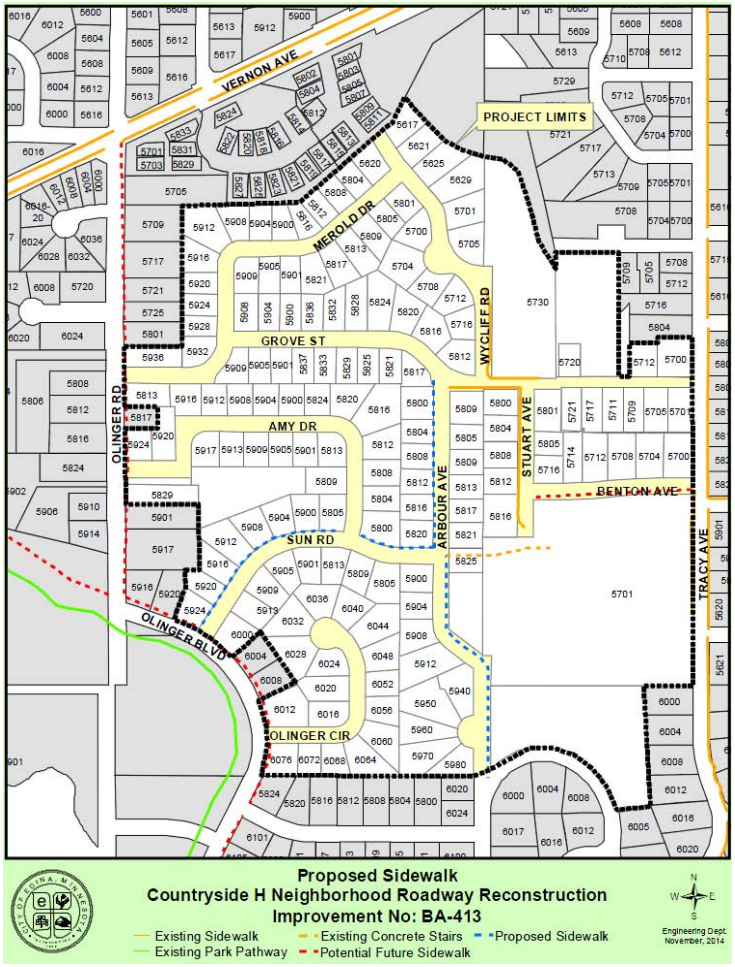


Figure 2. Existing and Proposed Sidewalk Facilities

The sidewalks within this project area were recommended based on Edina's Active Routes to School Plan, which aims to increase walking and bicycling to school, and improve safety conditions for those walking and biking to school. These sidewalks will provide connections between existing sidewalk facilities and Countryside Elementary.

Exact locations were selected by staff based on resident comments, the amount of available right-or-way, and the number of potential conflicts compared to other scenarios. The grass boulevard that separates the existing curb and gutter from the proposed sidewalk will vary between 3 feet and 15 feet in width depending on existing conditions. The separation from vehicle traffic creates a more pedestrian-friendly environment and allows for snow storage during the winter.

The Edina Public Works Department will maintain the new sidewalks along Arbour Avenue and Sun Road, including snow removal. Segments of existing sidewalk will be replaced where they are structurally deficient or create safety hazards.

Staff will continue to study traffic volumes and speeds along Arbour Avenue and Grove Street to determine if traffic calming measures are warranted as part of a future project. Staff felt the pedestrian safety issue along Arbour Avenue would best be addressed with the installation of a new sidewalk.

Resident comments also suggested additional crosswalk markings may be needed along Olinger Boulevard, connecting the Countryside H neighborhood with Bredesen Park. Due to safety concerns, crosswalk markings across Olinger Boulevard are not recommended until the installation of sidewalk along Olinger Boulevard with a future project. Staff will review existing traffic controls, measure pedestrian counts and vehicle time gaps to determine if additional crosswalks meet the City's Local Traffic Control criteria.

Other Improvements

Pedestrian Curb Ramps: All pedestrian curb ramps will be constructed to meet the current design standards of the Americans with Disabilities Act (ADA).

Lighting: The results of the questionnaire show that property owners do not want to reconstruct the street lights. Currently, the City does not have a standard to determine where and when street lighting should be improved. These concerns will be addressed with the Living Streets Plan that is under development.

Unlike other infrastructure improvements, lighting can be installed at a later date with minimal disturbance through the use of trenchless technologies. The lighting in the neighborhood is sufficient to delineate the intersections; therefore, staff is recommending no revisions to the current street lighting.

Private Utilities: Private utility owners have expressed some interest in upgrading portions 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. A meeting was held with the private utility operators on August 28, 2014, to introduce the private utility operators to this project.

The proposed improvements acknowledge many of the comments and concerns raised by residents throughout the information gathering process, while still maintaining the desired minimum standards of the Engineering and Public Works staff.

RIGHT-OF-WAY & EASEMENTS:

The right-of-way is 60 feet wide for all streets located within the project limits. An easement will be required from Independent School District 273 for installation of the new sidewalk along the east side of Arbour Avenue near Countryside Elementary. Staff has discussed this easement with school officials who were supportive of the project and the easement. Legal documents are being prepared for the easement at this time. All other proposed improvements stay within the right-of-way and no additional easement requirements are anticipated.

CITY COUNCIL VOTING: The Public Hearing will contain two separate motions for voting on the project improvements. Per State statute, the assessable portion of the project requires a super majority approval from council (4:1). The Pedestrian and Cyclists Safety (PACS) portions require a simple majority approval from council (3:2).

PROJECT COSTS: The total estimated project cost is $3,880,180 (Table 1). The total cost includes direct costs for engineering, clerical, and construction finance costs from the start of the project to the final assessment hearing. The estimated roadway construction cost is $1,924,005 and will be funded by special assessments. Utility improvements and repairs amount to $1,807,035 and will be funded through their respective utility fund. Sidewalk improvements amount to $149,140 and will be funded through the PACS fund.

Item	Amount	Total Cost
Roadway:	$ 1,924,005	
Roadway Total:		**$ 1,924,005**
Utilities:		
Storm Sewer	$ 1,250,400	
Watermain	$ 318,055	
Sanitary Sewer	$ 238,580	
Utility Total:		**$ 1,807,035**
Sidewalk:	$ 149,140	
Sidewalk Total:		**$ 149,140**
Total Project:		**$ 3,880,180**

Table 1. Estimated Project Costs

ASSESSMENTS: Based on the City's Special Assessment Policy, there are 163.99 residential equivalent units (REU) in the Countryside H project area. Assessments will be levied against the benefiting adjacent properties, as shown in Appendix D. The estimated assessment per REU is $11,732 (Figure 3).

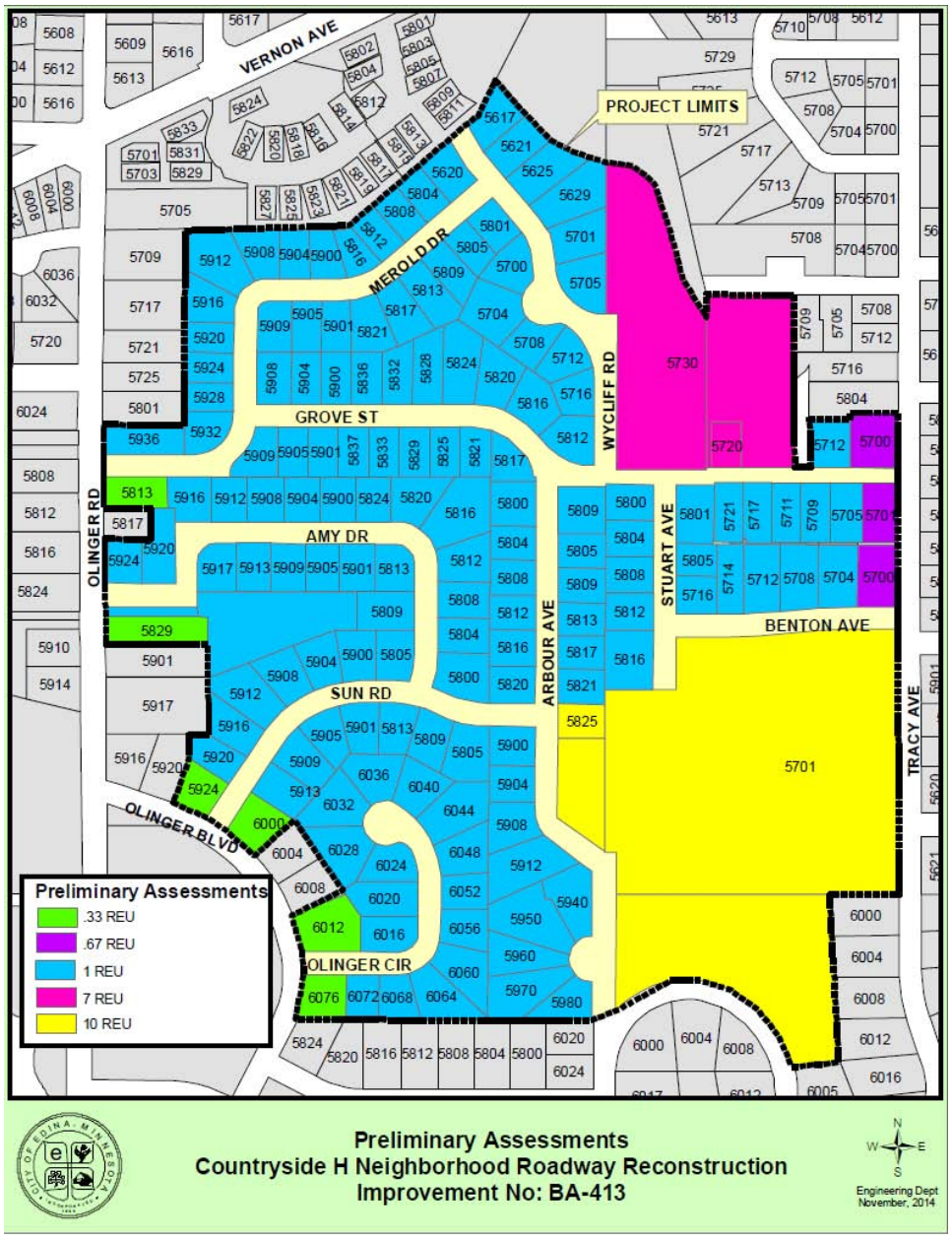


Figure 3. Preliminary Assessment Map

The formulas for calculating REUs for properties that are corner lots or non-single family residential are described below:

Single-Family Residential Corner Lots:

5700 Benton Ave; 5700 and 5701 Grove St
= (1 REU) x (2/3 side yard) = **0.67 REU**

5924, 6000, 6012, and 6076 Olinger Blvd; 5813 and 5829 Olinger Rd
= (1 REU) x (1/3 side yard) = **0.33 REU**

Public Building Lots:

5701 Benton Ave (Countryside Elementary School) = (70,885 square feet) Gross Building Area (GBA) / (1,000 square feet) x 0.2 (school REU factor)
= 14 REUs
- 4 REUs (previous assessment for Tracy Ave in 2012)
= 10 REUs

5720 Grove St (Good Samaritan Methodist Church) = (66,340 square feet GBA) / (1,000 square feet) x 0.8 (church REU factor)
= 10.5 REUs
- 3.5 REUs (previous assessment for Warden Ave in 2014)
= **7 REUs**

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

Project Open House 2012	October 8, 2012
Neighborhood Informational Meeting	July 28, 2014
ETC Feasibility Study Review	October 23, 2014
Receive Feasibility Report and Public Hearing	December 9, 2014
Bid Opening	March/April 2015
Award Contract	Spring 2015
Begin Construction	Spring 2015
Complete Construction	Fall 2015
Final Assessment Hearing	Fall 2016

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

APPENDIX:

A. 2015 Neighborhood Roadway Reconstruction Informational Meeting
B. Property Owners Questionnaire
C. Sidewalk Letter
D. Preliminary Assessment Roll
E. 2008 City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
F. Proposed Storm Water Improvements
G. Traffic and Crash Data
H. Sewer Blocks and Watermain Breaks
I. Existing Street Lights and Signs
J. Living Streets Policy
K. Correspondence from Residents
L. Berne Circle Letter
M. ETC Meeting Minutes

APPENDIX A

2015 Neighborhood Roadway Reconstruction Informational Meeting

June 4, 2014

2015 Neighborhood Roadway Reconstruction

Countryside H 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 2015. See the attached map identifying your project area. On April 16, 2013, 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 28** to attend an informational meeting from 6 to 8 p.m. to learn 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 17.

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 2016. The special assessment is payable over 15 years.
- The special assessment is for the cost of the new roadway. If the neighborhood feels the street lighting needs are not being met and improvements are needed, the costs would also be a special assessment. Sidewalks are funded through the Pedestrian and Cyclist Safety Fund and thus are not assessed to property owners. The questionnaire helps us evaluate the need for various 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.

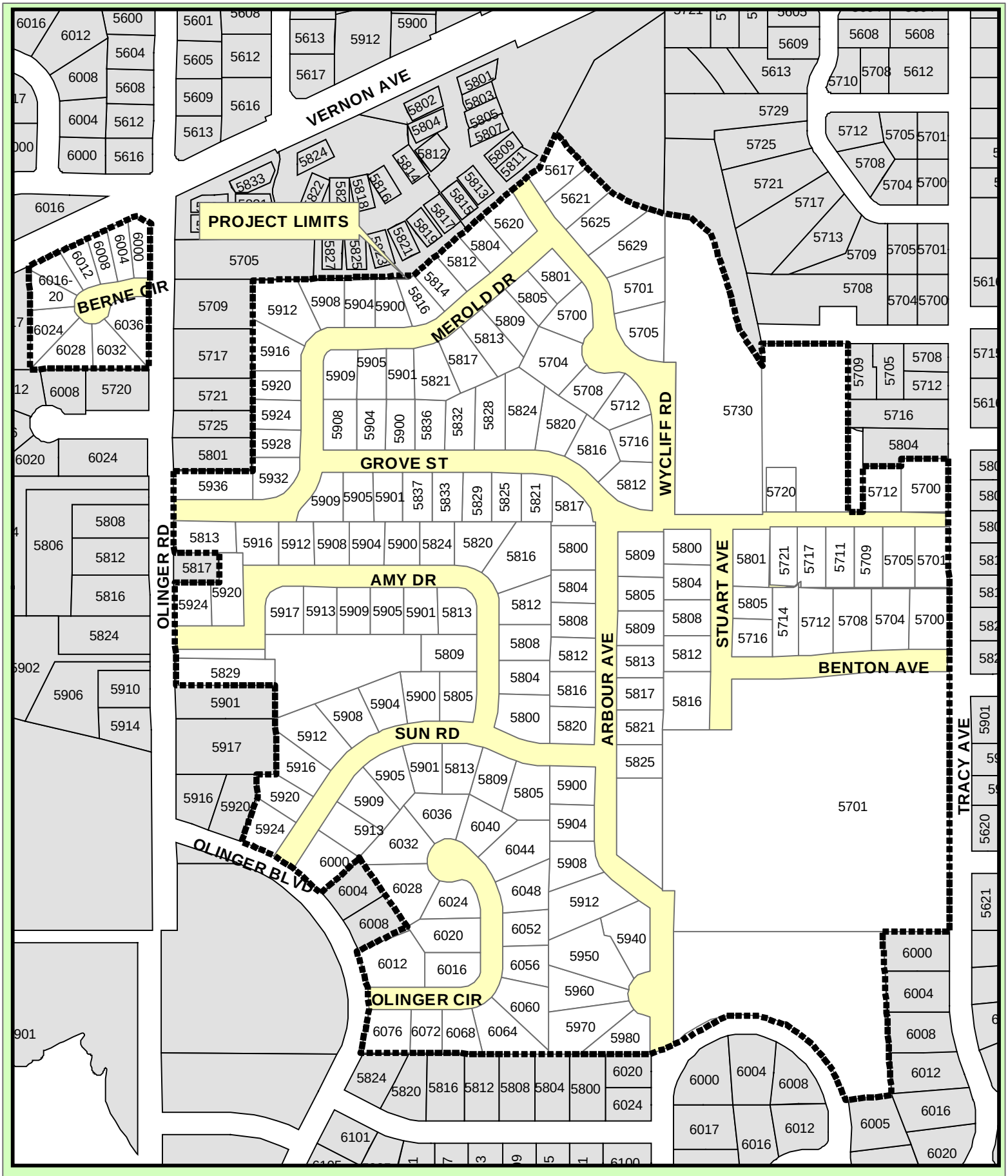
After we review questionnaire responses, we will continue the project planning process. We will present the feasibility report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2015.

If you have any questions, please contact me at 952-826-0445 or pwrase@EdinaMN.gov or Engineering Specialist Sharon Allison at 952-826-0449 or sallison@EdinaMN.gov.

Sincerely,

Patrick Wrase, PE
Assistant City Engineer

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



2015 Project Area
Countryside H Neighborhood Roadway Reconstruction
Improvement No: BA-413

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Engineering Dept
June, 2013

CITY OF EDINA

2015 Neighborhood Roadway Reconstruction Informational Meeting

July 28, 2014

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CITY OF EDINA

2015 Projects

Countryside H – 164 Properties
Prospect Knolls B – 39 Properties
Dewey Hill G – 35 Properties

Arden Park D – 225 Properties
- Consultant Project
Valley View Road – Municipal State Aid
54th Street – Municipal State Aid

Note: Neighborhood Names

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Agenda

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

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CITY OF EDINA

Introductions

Engineering Technicians
Aaron Kuznia

Andrew Scipioni

Engineering Coordinator
Sharon Allison

Environmental Engineer
Ross Bintner

Transportation Planner
Mark Nolan

Assistant City Engineer
Patrick Wrase

Director of Engineering
Chad Millner

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CITY OF EDINA

Project Process

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

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Typical Project Timeline

July – September 2014	Feasibility report and estimates provided
December/January 14/15	Public hearing
January-March 2015	Plan preparation and bidding
April/May 2015	Construction begins
October/November 2015	Construction concludes
Spring 2016	Warranty work
Fall 2016	Final assessment hearing

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CITY OF EDINA

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 long-term than patching or seal-coating
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction

CITY OF EDINA

Project Details – Countryside H Neighborhood

- 164 Properties
- 1.97 miles of roads
- 30,100 square yards of street pavement
- 8 fire hydrants
- 49 sanitary manholes

CITY OF EDINA

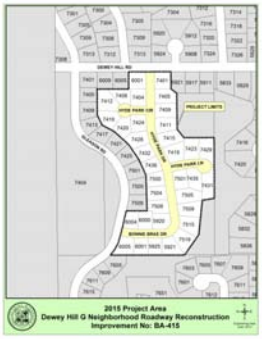
Project Details – Prospect Knolls B Neighborhood

- 39 Properties
- 0.4 mile of roads
- 6,100 square yards of street pavement
- 4 fire hydrants
- 13 sanitary manholes

CITY OF EDINA

Project Details – Dewey Hill G Neighborhood

- 35 Properties
- .39 mile of roads
- 6,000 square yards of street pavement
- 3 fire hydrants
- 8 sanitary manholes



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Existing Conditions

- All of streets have curb and gutter
- Average Pavement Condition Index (PCI) of 11/100

CITY OF EDINA

Existing Conditions

- Varied driveway materials
- Some properties already have concrete driveway entrances

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Existing Conditions

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

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Proposed Improvements - Streets

- Curb and gutter replacement – selective
- New roadbed and pavement surface

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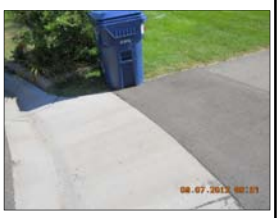
CITY OF EDINA

Proposed Improvements - Driveways

- Spot driveway entrance replacement



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Proposed Improvements - Utilities

- 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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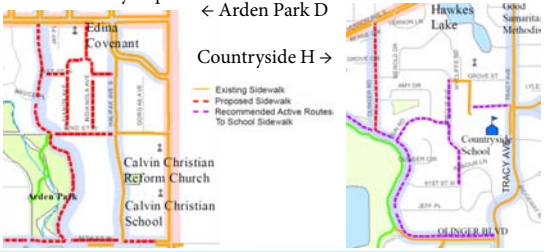
CITY OF EDINA

Proposed Improvements - Sidewalks

- Based on draft Edina Living Streets Sidewalk Facilities Plan
- Final design will be evaluated based on questionnaire responses and Feasibility Report



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Edina City Council – Project Approval

- December 2014 Council Meeting
- Feasibility Study Presented to Council
- Public Hearing for Project
  - Opportunity for Project Area residents to voice concerns and comments for the project
- Vote on Reconstruction Project - Assessed Project
  - Requires 4-1 vote by Council to Approve
  - 4-1 vote required by MN Statute Chapter 429
- Vote on Sidewalk Component – Not Assessed
  - Requires a 3-2 vote of City Council to Approve

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CITY OF EDINA

What You Can Expect

- Dust, noise, vibrations, and mud
- Localized flooding during rainfall
- Occasional timeline delays due to inclement weather
- May be asked to limit water use
- Homes may be connected to temporary water line

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What You Can Expect

- Driveways may be inaccessible for 3-5 days
- Neighborhood streets may be periodically inaccessible
- Irrigation and pet containment systems mostly likely will be damaged

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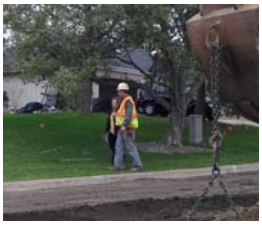
What You Can Expect

- 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
- Contractor will accommodate special access needs



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CITY OF EDINA

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
  - Disturbed areas will be seeded after the project is complete

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

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CITY OF EDINA

Funding

- Projects are funded by a combination of Special Assessments to residents, the City's Utility Funds, and the Pedestrian and Cyclist Safety (PACS) Fund

	Roadway Costs	Sanitary Sewer Costs	Storm Sewer Costs	Watermain Costs	Sidewalks, Bike lanes, etc.
Funding Source	Special Assessments	Utility Fund	Utility Fund	Utility Fund	PACS Fund

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Special Assessments

- Assigned to adjacent properties that stand to benefit from construction improvements
- Cover 100% of roadway costs

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City Utility Fund

- Collection of utility service charges paid to the City
- Covers 100% of:
  - Concrete curb and gutter (includes driveway aprons)
  - Sanitary sewer
  - Water main
  - Storm sewer
  - Sump pump pipe

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CITY OF EDINA

Pedestrian and Cyclist Safety (PACS) Fund

- Revenue from Xcel and CenterPoint Energy franchise fees
- Promotes non-motorized transportation throughout the City
- Covers 100% of:
  - Sidewalks
  - Signage
  - Crosswalks
  - Street striping

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CITY OF EDINA

Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	Square Yards of Paving per REU
Countryside H	$8,600 - $10,900	172.59	30,100	174
Prospect Knolls B	$8,800 - $11,200	35.52	6,115	172
Dewey Hill G	$9,100 - $11,400	33.33	6,000	180

*Residential equivalent unit (1 single-family home = 1 REU)

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CITY OF EDINA

Payment Options

- 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%; balance rolls to property taxes
  3. Roll entire amount to property taxes
  4. Defer payment if 65 years old or older

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CITY OF EDINA

Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump connection options
  - Street drainage issues
  - Traffic/pedestrian issues
  - Streetlight upgrades

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CITY OF EDINA

Questionnaire Results

Neighborhood	% of Questionnaires Returned
Countryside H	49% (78/158)
Prospect Knolls B	45% (17/38)
Dewey Hills G	68% (23/34)
Total Responses To Date	51% (118/230)

Questionnaire results are available.

www.EdinaMN.gov

CITY OF EDINA

Communication Tools

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

www.EdinaMN.gov

CITY OF EDINA

City Extra

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

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

www.EdinaMN.gov

CITY OF EDINA

How to Prepare

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

www.EdinaMN.gov

CITY OF EDINA

Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.
Hours: 7:00 a.m. – 3:30 p.m.

www.EdinaMN.gov

CITY OF EDINA

www.EdinaMN.gov

2015 NEIGHBORHOOD ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
July 28th, 2014

	NAME	ADDRESS
1	JIM McNULTY	6001 BONNIE BRAE
2	Richard Lefevre	7435 Hyde Park Lane
3	Alan Sweet	5904 Merold Dr
4	John/Anne Cronin	7308 Claredon Dr
5	LARRY SINESIO	6064 Oliverse Cir.
6	Tom & Rebecca Wagner	6004 Bonnie Brae
7	Judith Schmitz	5900 Merold dr
8	Peggy FAULHABER	5908 AMY Dr.
9	Mike Samuels	6020 Berne Cir
10	Derek Anderson	7308 Schey Dr.
11	Julie Eade	5817 Merold Drive
12	Andy Ray	5900 Arbour Ave
13	JASON KALGREEN	5711 GROVE
14	Vivien Talghader	7504 Hyde Park Dr.
15	Mike Kosta + Amy Kosta	5805 Merold Dr
16	Ryan Gordon	5901 Merold Dr
17	John Rieger	6032 Berne Circle
18	TOM SHAUGHNESSY	5705 WYCLIFFE RD
19	Andrew Gardner	5821 Merold
20	Scott May	5817 Arbour Ave
21		
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29		
30		

2015 NEIGHBORHOOD ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
July 28th, 2014

	NAME	ADDRESS
1	Jean Upson	5809 Amy Dr.
2	Roger Upson	— " —
3	[illegible]	6005 Bonnie Brae Dr
4	First Florence Insurance	9808 HYDE PARK CIRCLE
5	LORI REILAND	5820 Grove St
6	Jennyfer Collins	3500 Hyde Park Drive
7	Cindy Vesely	6005 Dogwood Ct
8	Jennifer Al-Najim	5920 Dewey Hill Rd.
9	Sheila Gregory	6001 Dewey Hill Rd.
10	Paul & Sheryl Gage	5813 Amy Dr.
11	TERRY PARKER MABSOOT	5713 HAWKES DR
12	GARY LEE	5621 WYCLIFFE RD
13	Leffert Tyelaar	5816 Stuart Ave
14	Scott Phinney	6028 Olinger Circle
15	Kevin Cawlfield	5809 Grove St
16	David & Lethie Johnston	9820 Hyde Park Circle
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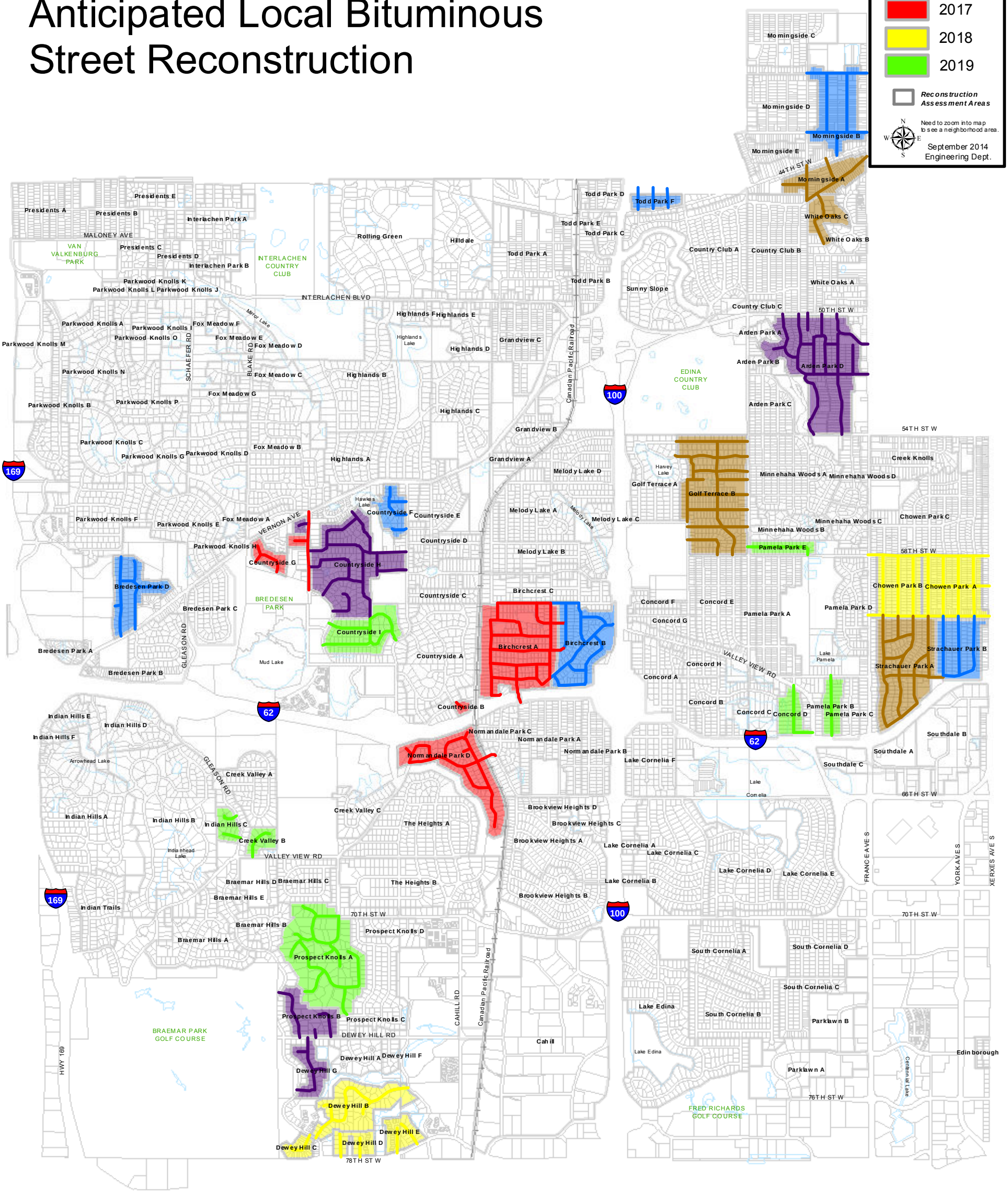
2015 Neighborhood Roadway Reconstruction - 42 People Attended
Question and Answer Session from the July 28th, 2014 Open House Meeting
Held at Public Works and Park Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	What is an REU?	An REU is a residential equivalent unit. One single-family home is 1 REU. All single-family homes within a project area are assessed the same because they will receive the same benefit.
2	Does that include corner lots?	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. All properties will be reviewed for reu calculations during the feasibility study phase of the project.
3	How are the REUs calculated?	Each single-family home is 1 REU. Other facilities (higher-density residential, industrial, schools, churches, etc.) are assessed based on land use, total building are, number of units, and access to the project area.
4	What determines the estimate range in the presentation?	The more details that are known about the project, the more precise we can be with out estimate. The price range presented to you is based on average unit prices and estimated quantities of work to be done. As we move further along in the design process, we can give you a better idea of what the assessment will be.
5	When does construction begin?	Pending council approval at the public hearing in December, the contract will be awarded around March or April. Depending on the contractor's schedule, work typically takes place between May and September or October. A period of 8-10 weeks is preferred for neighborhood construction, but, like we've seen this year, sometimes weather can extend that timeline.
6	What are the finance charges?	Residents are charged at 1% over the rate that the City can borrow money. It is normally between 3% and 5%
7	What happens to mailboxes within the project areas?	Depending on the project, they may all stay in place, some may have to be relocated, or all may need to be relocated. We will coordinate with homeowners and the postal service when we know more about the extent of the project.
8	How far into the right-of-way does construction go?	This type of construction usually extends 10-15 feet behind the curb onto your property. Depending on the extend of the utility work needed, there may be additional disruptions. All disturbed areas within the project areas will be seeded following construction.
9	When will I know the extent of the interruption onto my property?	Once construction begins, we will know more about how far into your property we will have to go.
10	How do you determine which driveway aprons to replace?	It depends on the current structural condition of the apron, if it is cracked or settled, or if it is preventing the flow of storm water down the curb line. It also depends on if the driveway is constructed from brick pavers or is a lifetime-warranty concrete driveway.
11	Does the same contractor perform all of the work, and do the projects happen sequentially?	When the contracts are sent out for bids, the City typically receives bids from the same dozen or so contractors every year. Countryside will be bid as one contract, but Prospect Knolls and Dewey Hill will most likely be incorporated into the same contract. It is possible that the same contractor might be awarded both, but more than likely, there will be multiple contractors. The scheduling of the work will be dependent on the contractors.
12	Will the new street be asphalt or concrete? Do we get to have a say in that?	The new streets will be bituminous, not concrete. In the City's experience, concrete streets are more expensive to construction and maintain. Our staff normally recommends bituminous streets.
13	Will the whole neighborhood have curb replaced, or do you go house by house?	In these neighborhoods, we are looking at performing spot repair/replacement of curb. This means our inspectors will examine the entire project area, noting locations where the curb is cracked, settled, flat, or otherwise damaged. It is often more cost-effective to do this than to replace the entire length of curb in a neighborhood. However, if we find a large portion of the curb needs replacement, then we will look into potentially replacing all of the curb.
14	Do you seed or sod after the project?	The City has gravitated towards seeding instead of sodding after the projects. Seeding is more drought-resistant, requires less water, and is more environmentally friendly than sod. In past projects, the City has had better success at getting permanent turf established with seed than with sod.
15	Does the seeding occur immediately after yard disruptions?	All restoration work will occur after the first layer of asphalt and before the final layer is paved. This is done to prevent heavy construction equipment from driving on the new road surface, potentially damaging it.
16	What are the costs involved in the sump pump installation?	Sump pump drainage pipes will be installed in the project areas where feasible. The costs of installing the pipe are covered by the City Utility Fund. Once the pipe is installed, homeowners wishing to connect will need to obtain a building permit from the City and connect themselves. The costs to the homeowner may be between $500 and $1,500.
17	Someone in a project area this year said you encouraged residents to have their main lines inspected before the project?	If you need to or would like to replace or upgrade your services, now would be a good time to do so. If you were to wait until after the project is completed, any holes dug into the new roadway will need to be patched approximately 30' by 30', a cost which the resident would have to pay for. The City will also work with homeowners who wish to improve their services to have those costs put on their special assessment if they wish.
18	If we want to upgrade our service, does the City pay for upgrading/adapting the connection?	Only if such an upgrade or adaption is required as part of the project. Any changes made beyond City standards will not be paid for by the City.
19	How much does a 30' x 30' street patch cost?	In the City's experience, anywhere between $3,000 to $5,000.
20	Will the water be shut off?	There will be occasional water shut-offs during the project in order to replace fire hydrants and gate valves. We will do our best to limit the number of shut-offs, and let you know ahead of time when and where they are going to occur.
21	What does the sidewalk design look like?	We are looking into designing a 5-foot sidewalk with a 5-foot boulevard between the sidewalk and the back of curb. This boulevard acts as a safety buffer between pedestrians and vehicles. The sidewalks are only anticipated to be installed along one side of the streets on which they are proposed. The City is currently studying the property impacts involved with installation to determine a preferred alignment.
22	Will there be crosswalks?	Painted crosswalks will most likely not be included with this project unless they already exist within the project area. The need for additional crosswalks will need to be evaluated by our Traffic Safety Coordinator.
23	How far into the property will the sidewalk go?	Construction related to installing a new 5-foot sidewalk with a 5-foot boulevard will typically extend an additional 6 feet onto the property. The boulevard width may vary depending on existing obstacles (trees, driveways, terrain, etc.) that change the alignment of the sidewalk.
24	What will happen if I have a driveway apron with concrete aggregate or brick pavers?	If the driveway apron is in poor shape, the City will work with the homeowner to replace it to current City standards. Typically, we will work with the homeowner and contractor to replace pavers or exposed aggregate driveways. The City does not replace lifetime guaranty aprons, and any related costs will not be paid by the City. We try our best to distrurb special driveways as little as possible during construction to avoid replacement costs.
25	How do you install sidewalks in a cul-de-sac?	Currently, there are no sidewalks planned for any of the cul-de-sacs within these project areas.
26	Do we have the option to have our driveway apron replaced or not?	It depends on the current structural condition of the apron, if it is cracked or settled, or if it is preventing the flow of storm water down the curb line. Typically, we do not leave poor aprons in place. The cost for replacing the aprons is covered under the City Utility Fund, as your driveway apron is considered a part of our stormwater conveyance system.
27	If we live in an area with surmountable curb, will you be changing it to bulkhead style?	Since we are only planning for spot replacement of curb, the existing styles will stay in place. The City tends to favor the bulkhead-style curb over surmountable curb because it conveys stormwater more easily and it helps prevent snowplows from damaging lawns in the winter.
28	You said irrigation systems and pet containment fences will probably be damaged?	If an irrigation system or pet containment fence is damaged, the contractor will perform a temporary repair so the system can still be used. After the majority of the project is completed, the contractor will then permanently repair all damaged systems within the project area before final paving.
29	How are the major roadways assessed?	The Municipal State Aid-designated roadways in Edina are maintained and reconstructed with funds obtained from the state gas tax. Properties that live on State Aid roads are assessed 20% of the project costs. This assessment typically is half that of a standard residential assessment. The reason for the lower assessment is because residents who live on a State Aid roadway typically have lower property values and have to deal with much higher volumes of traffic than residents who live in a residential neighborhood. Both the City's State Aid and non-State Aid assessment policies are available on our website.

City of Edina 2014-2019 Anticipated Local Bituminous Street Reconstruction



Note/Disclaimer

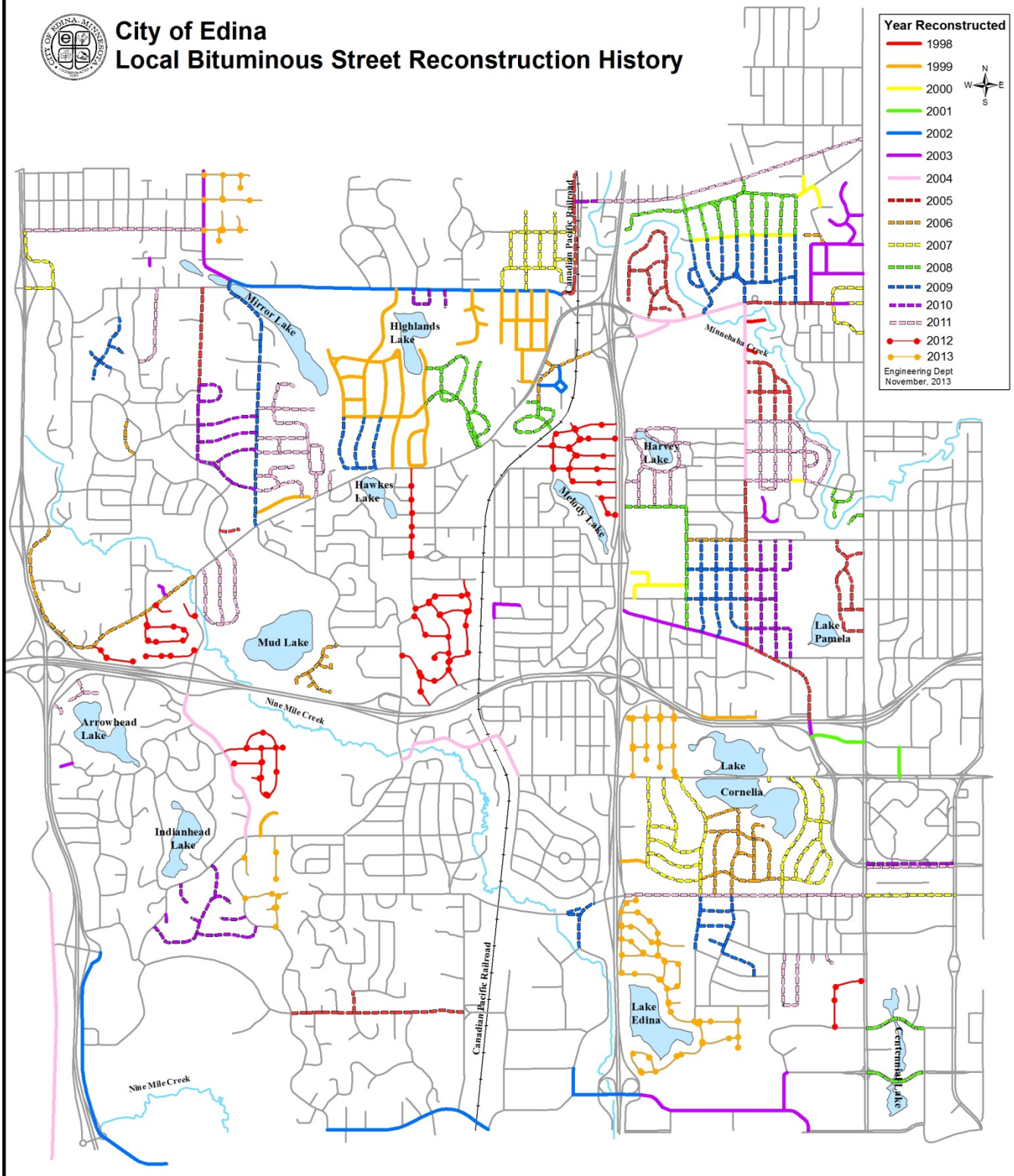
The dates shown on the map represent the anticipated years of construction and are subject to change based on budgetary issues, adjacent projects, resident input and other factors. Not all bituminous roadways within the City are shown. If a road is not highlighted then the potential reconstruction date 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
Local Bituminous Street Reconstruction History



Sidewalk Facilities: Southwest Quadrant

edina living streets
our streets connect us all

Living Streets Classification
- Collector & Local Connector
- Minor Arterial

- Existing Sidewalk
- Existing Park Pathway
- Proposed Sidewalk
- Proposed Regional Trail
- Recommended Active Routes To School Sidewalk

N W E S

City of Edina, Minnesota
Engineering Dept
May, 2014

APPENDIX B

Property Owners Questionnaire

Resident Questionnaire Instructions

2015 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. However, 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 residents for their input on neighborhood streetlight systems. Staff is trying to understand if the neighborhood favors upgrading the streetlight system or if the existing streetlight system meets the needs of the neighborhood. Please keep in mind that costs associated with improving the streetlight system would be a special assessment. These costs would be determined after the extent of the improvements is understood.

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 the Pedestrian and Cyclist Safety (PACS) Fund.

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.

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 **(Countryside H 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 Patrick Wrase at 952-826-0443 or pwrase@EdinaMN.gov or Engineering Specialist Sharon Allison at 952-826-0449 or sallison@EdinaMN.gov.

Resident Questionnaire

Countryside H
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:

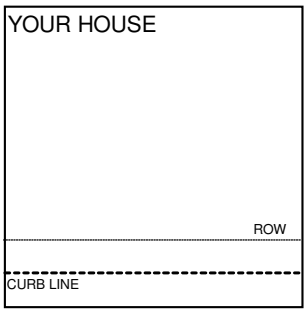
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

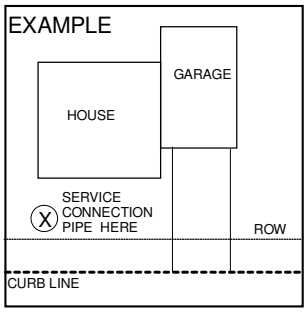
B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

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. Residential streetlights are funded by special assessment. Is the existing streetlight system meeting the needs of the neighborhood?

❒ Yes ❒ No

B. Do you favor improving your streetlights?

❒ Yes ❒ No

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 17.**

COUNTRYSIDE H NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-413

Data Entered By:

Last Date Data Entered: July 7, 2014

Due Date: June 17, 2014

Questionnaires Sent Out: 148

Questionnaires Returned: 79

Percent Returned: 53%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Streetlights				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 fence		Existing meets needs		Favors improvement		Sidewalk Need							
House #	Street Name		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No
5800	Amy Dr	1	1			1			1			1	None	1			1	1			1		1				1		1	
5804	Amy Dr	1		1		1				1		1	None that I am aware of.		1		1		1	1			1				1		1	
5805	Amy Dr	1			1	1				1		1	None	1			1	1			1		1	No sidewalks!	None		1		1	
5809	Amy Dr	1	1			1				1		1	None		1		1	1			1		1				1		1	
5813	Amy Dr	1		1			1						Wet basement in springtime.		1		1	1			1		1				1		1	
5816	Amy Dr	1	1			1				1		1		1			1	1		1		1					1		1	
5904	Amy Dr	1	1			1			1			1	There are many homes with sump pumps that drain on a regular cycle on our street. The hill behind creates this necessity. Drainage problem in front of 5920 Amy Dr.	1			1	1		1		1		On the back side of Countryside Elem betw 5825 Arbour Ave to the corner (across the street from 5980 Arbour Ave).	This area is very congested with cars during school pick up hours and uring summer soccer season. The curve betw 5940 and 5912 is a blind spot where peds, bikes, and even cars could be hit. Most importantly, the bus drop off at the corner across from 5980 Arbour drops off a large group of middle schoolers that walk around that bend. I have great concern that a child could be hit on this stretch of Arbour Ave!!!		1		1	
5905	Amy Dr	1	1				1				1		No		1		1		1	1			1				1		1	
5908	Amy Dr	1	1			1			1			1		1			1	1			1		1				1		1	
5909	Amy Dr	1	1				1		1			1		1			1	1		1			1				1		1	
5912	Amy Dr	1			1	1				1		1	none		1		1	1			1		1				1		1	
5917	Amy Dr	1		1		1			1			1	Drainage near pond is not great. Entire backyard is low and soggy in the spring.	1		1		1			1		1				1		1	
5920	Amy Dr	1	1			1			1		1				1	1		1			1	1		Along Bredesen Park/Countryside Park		1		Tracy Ave at 62 near the fire station	1	
5924	Amy Dr	1		1			1			1		1	None		1		1	1			1		1				1		1	
5800	Arbour Ave	1	1			1				1		1	None	1			1	1			1	1		Along one side of streets	Children walk on street to and from school and at corner cars could hit them.	1		Only when idiots cut corner at turn or speed	1	
5808	Arbour Ave	1	1			1				1		1	Sump Pump doesn't actually ever need to turn on, to my knowledge.	1			1	1			1		1			1		On Arbour Ave & Ln in front of the C'side school, when there are events happening such as soccer games.	1	
5812	Arbour Ave	1	1			1				1		1		1			1	1			1		1			1				
5816	Arbour Ave	1		1			1		1		1		I live at the bottom of a hill. Whenever it rains hard I get water in my basement. Often the water comes up thru the cement floor, esp. along the base of the water. I believe the water table is high beneath our house.		1		1	1			1		1		I don't believe there are any issues.			1		1	
5825	Arbour Ave	1			1		1					1			1		1	1		1			1				1		1	
5900	Arbour Ave	1	1			1			1		1		Many homes in our n'hood are set up to drain water out to the street/yard slope due to wetter Bredesen area. I think it works well.	1		1		1			1	1		Along Arbour, Sun Rd down to Bredesen.	Arbour has very tight curves and is dangerous for walkers/bikers. Also, crossing from our n'hood to Bredesen Park can be deangerous due to no crosswalks.	1		Tracy & Benton intersection is bad. The roundabout plan should be implemented.	1	
5960	Arbour Ave	1			1			1		1		1	Not that we are aware of.		1		1	1			1		1		I would like the speed bump on Arbour Ave to slow down traffic around the corner. People drive quickly there and there is a blind spot.		1	See above.	1	
5970	Arbour Ave	1			1	1				1		1			1		1		1	1			1				1		1	

Attn: Mark Nolan!!! Please consider these areas carefully. Thank you so much :). Another key place where a sidewalk would reduce ped risk is on Olinger Blvd around the curve of Bredesen Park, all the way to the corner of Tracy & Bredesen. This would enable parents/dhildren to safely get to/from the great new playground, tennis courts and ball field.

Need a light in the areas of 6016 Arbour La.

COUNTRYSIDE H NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-413

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Streetlights				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 fence		Existing meets needs		Favors improvement		Sidewalk Need							
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No
5700	Benton Ave	1		1			1			1		1			1		1	1			1		1				1		1	
5704	Benton Ave	1		1			1			1		1	None		1		1	1			1		1			1		Traffic from C'side school blocking our driveway and mailbox - heavy traffic morning and afternoon.	1	
5716	Benton Ave	1			1	1				1			None to my knowledge.		1		1	1			1		1				1		1	
5700	Grove St	1	1			1			1		1				1		1		1	1		1		Along southside of Grove St as the bus stop/kids walking/standing on southside of Grove St.	See above. No sidewalk exists at this time on Grove off of Tracy.	1		Drivers drive too fast down Tracy Ave despite speed posting and turn too quickly onto side streets.	1	
5701	Grove St	1			1		1			1		1	None		1		1	1			1		1		Cars don't always yield to pedestrians in the crosswalks on Tracy Ave from Grove St	1		Speed exceed 30 mph on Tracy	1	
5705	Grove St	1	1			1				1		1	None	1			1	1			1		1				1		Inability to see cross traffic when stopped at the stop sign without going slightly past the stop sign and blocking the bike lane. At Grove and Tracy.	1	
5711	Grove St	1	1			1				1		1	Slow drainage to storm sewer at rear of property (non-street side). Pooling during winter/spring melt and after heavy rain.		1		1	1			1	1		North or south side of Grove - very busy road.	Grove is a high traffic road due to Good Samaritan Church, pre-school, and traffic to/from Countryside school.		1		1	
5717	Grove St	1	1			1			1		1		We have a drain in our backyard (city drain). Our yard is the low point on the block and water pools after heavy rain. The drain is not at the lowest part of the yard. There has been erosion by the drain which the city has been out to work on. They are in the process of repairing it now.		1		1	1			1	1				1		Cars travel too fast don't always stop at the stop sign located at grove st and stuart	1	
5817	Grove St	1			1		1					1	None	1			1	1			1	1			1		The intersection of Grove and Arbour speed, and confusion in the large intersection.	1	
5820	Grove St	1	1			1			1		1				1		1	1			1	1				1		1		
5833	Grove St	1			1		1			1		1	None		1		1	1			1	1				1			1	
5836	Grove St	1			1		1			1		1	None		1		1		1	1			1			1		1		No Streetlights on the block
5821	Merold Dr	1	1			1			1			1	Backyard is a low-lying area that is prone to standing water in spring and after heavy rain.	1		1			1	1			1				1		1		
5904	Grove St	1	1			1							Water collects at foot of driveway and doesn't drain away ever since a WM break a few years ago. There has been settling and cracking where apron meets street. I'm concerned water eventually seeps thru and could cause sinkhole.		1		1	1			1		1			1		1		
5905	Grove St	1	1			1						1	SW corner Vernon Ave and Olinger Road		1		1	1			1		1				1		1		
5908	Grove St	1		1			1			1		1	None		1		1	1			1		1				1		1	
5805	Merold Dr	1		1			1						Multiple instances of pooling/running water saturating our backyard. Several occurences of water in our basement.		1		1		1		1		1				1			1
5809	Merold Dr	1		1			1			1		1	Corner of Merold and Wycliffe		1		1	1			1		1				1		1	
5816	Merold Dr	1	1			1			1		1			1		1			1	1			1			1		Intersection of Merold and Grove need a stop sign, preferably westbound on Grove.	1	
5817	Merold Dr	1	1			1				1		1			1		1	1			1		1				1		1	
5900	Merold Dr	1			1		1			1		1	None	1			1	1			1		1	None			1			1
5901	Merold Dr	1			1	1				1		1	None	1		1		1			1		1				1		1	
5905	Merold Dr	1	1			1				1		1	None	1			1	1			1		1	None			1		1	
5908	Merold Dr	1	1				1			1		1	None		1		1	1			1		1				1		1	
5912	Merold Dr	1	1			1				1		1	None	1		1			1		1		1				1		1	
5916	Merold Dr	1			1	1			1				We live on the bottom of a hill and have water coming down to our lawn. In addition to that our sump pump discharges water onto the front lawn and it is extremely wet most of the summer.	1			1	1			1		1				1		1	

COUNTRYSIDE H NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-413

ADDRESS		Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Streetlights				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 fence		Existing meets needs		Favors improvement		Sidewalk Need							
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No
5920	Merold Dr	1	1			1			1		1		We have multiple n'bors up hill from us causing major storm runoff to come on to our property. With the slope existing it would be best to have two service connection locatiions to maximize capture of n'bor's stormwater entering our property and capturing our runoff prior to entering our downhill n'bor. if only one allowed use our first location. Curbs are not sloped sufficiently to drain all water, causing ice dams in winter and stagnant summer water iwth algae growth. See 1. D. sketch.		1		1		1	1		1		Throughout n'hood.	We live very close to an elementary school and have a lot of kids that walk/bike thru the n'hood and it would be much saer to have sidewalks for them to travel on.	1		The intersection of Grove & Merold need stop/yield sign in one direction to avoid accidents. Difficult to see cars as you come around curve. Need traffic mitigation on Hwy. 62 Gleason exit. Traffic backs up significanlty and cars make left turns from right lane trying to avoid having to wait.	1	
6000	Olinger Blvd	1	1			1				1		1	Water sits in street along concrete curb in front of our house and along Sun Rd. close to the storm sewer at the corner of Sun Rd. and Olinger Blvd.	1			1	1			1		1					1			1	
6012	Olinger Blvd	1	1			1			1			1	Several places on the street maintain standing water for quite some time after a rain.		1	1		1			1	1		Park Side of Olinger		1		Speed - Blind Corner from the undergrowth in the park. This is a very dangerous situation and needs to be trimmed back.	1	
6076	Olinger Blvd	1			1	1			1		1		City drainage 'B' needs to be replaced. Heavy run off from houses above my property caues soil erosion inside curb area adjacent to drain. Concrete supporting drain cracked and broken. Also need to put in and replace curb along my curbline on Olinger Blvd. See 1.D. sketch.		1		1	1					1	Does not seem to have any problem.		1		Limit trucks to go thru Olinger Blvd except for delivery or work related drive or parking.	1	
6016	Olinger Cir	1	1			1				1		1	N/A		1		1	1			1		1				1		1	
6020	Olinger Cir	1	1			1				1		1	None on my lot; good drainage.		1		1	1				1	Perhaps completing sidewalks along Olinger Blvd.		1		Tracy & 62 (crosstown) by fire station need 4-way stop or roundabouts.	1	
6024	Olinger Cir	1		1			1						Small puddles from in front of sidewalk. Large puddles from betw dirveway and n'bor's yard on street due to poor drainage to storm sewer.		1		1	1			1	1		Several heavy duty garbage, recycling and yard waste trucks ply on Thursdays.		1					
6032	Olinger Cir	1	1			1			1				Communal backyards often have standing water; end of street in culdesac in front of house often standing water/frozen ice.	1		1			1	1		1	Olinger Blvd from Olinger Rd to entrance to 9-Mile Village on park side of road; not to Olinger Cir but yest o Olinger Blvd; have to walk in street and lots of traffic going fast!	Speeding traffic on Olinger Blvd; hard to walk to Bredesen or over to Countryside Park plus if put sidewalk on park sid of street it would reduce vision/sight interference from bushy undergrowth at curve by Olinger Blvd. Also applies to kids/people who want to cross over to ride bike or roller blade in park.	1		Speeding traffic on Olinger Blvd; a stop sign somewhere in the middle of road betw Vernon & Tracy would help; a crosswalk 1/2 way would also help!	1		Would like an additional light at curve in street at Olinger C
6040	Olinger Cir	1	1			1			1			1			1		1	1			1				1		1		Have sprinkler but not operable.
6056	Olinger Cir	1		1			1								1		1	1			1		1			1				
6060	Olinger Cir	1	1			1						1						1			1		1				1		1	
6064	Olinger Cir	1	1			1			1			1	Big water issue in the back of our lot. There is run off from homes to swamp that fills and holds water, breeding tons of mosquitos and slowly drains across neighbors yard to Olinger Blvd. In spring with thaws or heavy rains, it is a river. Big ice damns form at end of driveway because neighbor won't shovel enough. Street has deteriorated because of this. Algae fills gutter and it is slippery!	1			1	1			1	1		Olinger Blvd	With the Improvements this summer to Olinger Blvd., it will be bike friendly but NOT pedestrian friendly. With a stroller, hard to get to Bredesen, Countryside park or the school sidewalk in bike and car traffic. This is unsafe and seems ridiculous to drive a car to use these public spaces when we are so close!	1		Traffic on Olinger Blvd. is too fast. There are no marked pedestrian crossings in sidewalks.	1	
6072	Olinger Cir	1		1		1			1		1		Excess water flow (drainage) to STS on Olinger Blvd. Drainage area is always wet! Need an STS further into Olinger Cir (see photos). Water (rain) runoff from the east must flow thru back of lots to STS alonger Olinger Blvd. Rain gutters that are plugged with debris change direction of overflow (heavy rain).		1		1		1	1		1		Around Bredesen, esp. Olinger Rd.	Drivers do speed driving up or down Olinger Rd (hill encourages increased speed). Curved road along Bredesen creates blind spots with drivers that speed (Olinger Blvd).	1		Rush hour traffic on Olinger Blvd from Vernon Ave.	1	
5801	Stuart Ave	1			1		1								1		1	1			1		1				Some Cars go through the stop signs at grove and stuart.		1	

COUNTRYSIDE H NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-413

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 fence Yes	Pet fence No	Residential Streetlights: Existing meets needs Yes	Existing meets needs No	Favors improvement Yes	Favors improvement No	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	
5804	Stuart Ave	1		1			1			1		1			1			1		1					1		Scool traffic in the mornings and afternoons. Terrible problems when there are school functions. I can't get to my driveway. There should only be parking for school functions (or the church) on one side of Stuart Ave.	1			
5812	Stuart Ave	1	1			1				1		1			1		1		1			1		Coutryside School- children from school use sidewalks a lot	1		Parents drive too fast in area to pick up children due to school	1		
5805	Sun Rd	1	1			1				1		1		1	1			1		1		1				1			1		
5901	Sun Rd	1	1			1				1		1		1		1		1		1		1				1			1		
5904	Sun Rd	1	1			1				1		1	High water table. Property backs up to city land with pond 2 houses/properties away. Our sump pump discharges to our back yard which is sloped down grade.	1			1	1			1	1			None I am aware of.		1			1		
5909	Sun Rd	1	1			1				1		1	After heavy rain, water stands in curb.		1	1		1			1	1				1					
5912	Sun Rd	1	1			1				1		1	The storm sewer exit from the pond behind our property clogs with debris during heavy rains. (The safety grate catches debris.) I remove the debris to prevent the pond from encroaching on our back yard.		1	1		1			1	1				1		Mis-alignment of Benton Ave at Tracy causes confusion amongst drivers about right-of-way after stopping. Can a sliver of the school property (unused for anything) be taken to re-align the west side of Benton with the east side? Smoother traffic flow would benefit the school and parents.	1			
5916	Sun Rd	1	1			1				1		1	Unknown.	1			1	1			1					1			1		
5620	Wycliffe Rd	1		1			1			1		1			1			1		1		1				1			1		
5621	Wycliffe Rd	1	1				1					1	Intersection in front of our house is low point of n'hood and several STS drains flow into lake behind our house and then when lake is high pumped out of lake to drain to 9-mile creek. Need better STS drains that stop clogging and allow flow.		1		1	1			1	1				1		Please implement one-side parking by church. The various activities at church rarely use the lower parking lot. No matter how many times we ask. It is dangerous for peds and traffic to have parking both sides- two cars can't pass side by side ven in summer. Winter is worse.It seems decisions are based to the advantage of the many oaccasional users vs the fewer homeowners.				
5625	Wycliffe Rd	1			1		1					1	Flooding from Hawks Lake in 1987 our home was flooded and the sewers backed up. Last week the lake rose 5-ft. No satisfactory.		1		1		1		1	1					1			1		I am very concerned about accessibility during construction. My wife is profoundly handicapped and cannot walk. The only means for her to leave the property is in her van, so you can understant my concerns, These must be addressed. Thank you.
5629	Wycliffe Rd	1	1			1			1		1			1		1		1	1			1				1			1		
5704	Wycliffe Rd	1	1			1									1		1		1	1		1		East side of wycliffe rd		1				1	
5705	Wycliffe Rd	1			1		1			1		1	None	1			1	1			1		1			1			1		
5708	Wycliffe Rd	1	1			1				1		1	City installed large PVC drain thru our yard to drain n'bor yard.		1		1	1			1		1			1			1		
5712	Wycliffe Rd	1	1		1	1			1		1				1		1		1	1			1			1			1		
5716	Wycliffe Rd	1			1	1				1		1	none		1		1	1			1		1			1			1		
		79	46	15	19	53	25	1	23	42	13	55		27	51	13	65	63	16	18	57	15	64			25	53		69	5	
Surveys Sent	158	50%	29%	9%	12%	34%	16%	1%	15%	27%	8%	35%		17%	32%	8%	41%	40%	10%	11%	36%	9%	41%			16%	34%		44%	3%	
Surveys Returned	79	100%	58%	19%	24%	67%	32%	1%	29%	53%	16%	70%		34%	65%	16%	82%	80%	20%	23%	72%	19%	81%			32%	67%		87%	6%	

Countryside H Neighborhood Roadway Reconstruction
Resident Questionnaire Summary as of 11/7/14

Surveys sent: **148** Surveys returned: **79** Return rate: **53%**

I. Drainage Service Connection

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

Yes: **46** No: **15** Unknown: **19**

B. Does your home have a sump pump?

Yes: **53** No: **25** Unknown: **1**

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

Yes: **23** No: **42**

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

Yes: **13** No: **55**

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: **27** No: **51**

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

Yes: **13** No: **65**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **18** No: **57**

IV. Pedestrian Issues

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

Yes: **15** No: **64**

V. Traffic Management

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

Yes: **25** No: **53**

VI. Email Updates

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

Yes: **69** No: **5**

APPENDIX C

Sidewalk Letter

August 1, 2014

2015 Neighborhood Roadway Reconstruction
Countryside H Neighborhood
Project Update - Sidewalks

Dear Resident:

At the July 28 neighborhood informational meeting, residents were introduced to the plan for sidewalk installations to be incorporated with the neighborhood project improvements.

Sidewalks are planned for the following streets:

1. Arbour Avenue from Grove Street to 61st Street West
2. Sun Road from Olinger Boulevard to Arbour Avenue
3. Benton from Tracy Avenue to Stuart Avenue

The sidewalks were included in the project to coordinate implementation of the Edina Active Routes to School (ARTS) Plan. The ARTS Plan was approved by the Edina City Council on June 17, 2014. The goal of the ARTS Plan is to increase walking and bicycling to school and improve safety conditions for those walking and biking to school. The ARTS Plan includes sidewalk and bicycle route improvements throughout the City that will be implemented in coordination with neighborhood street reconstruction projects.

Attached is Figure 11 from the ARTS plan that shows the walking and biking improvements planned for the area adjacent to the Countryside Elementary School. Details of the sidewalk construction including the side of the road for installation and distance from the roadway's edge have not yet been determined but will be developed as staff prepares the Feasibility Study for the project.

The Countryside H Neighborhood Reconstruction Project will be presented to the City Council in December 2014. At this meeting a public hearing will be held to solicit input on the project. At the conclusion of the public hearing, the City Council will vote separately on the street reconstruction portion of the project and on the sidewalk portion of the project.

The street reconstruction portion of the project is assessable and therefore must adhere to the requirements of MN State Statute Chapter 429. Chapter 429 require a 4/5 favorable vote of the Council for approval. The sidewalk component of the project will not be assessed and is therefore not subject to the 4/5 majority vote. The sidewalk project can be approved by a simple majority vote of 3/5 of the Edina City Council.

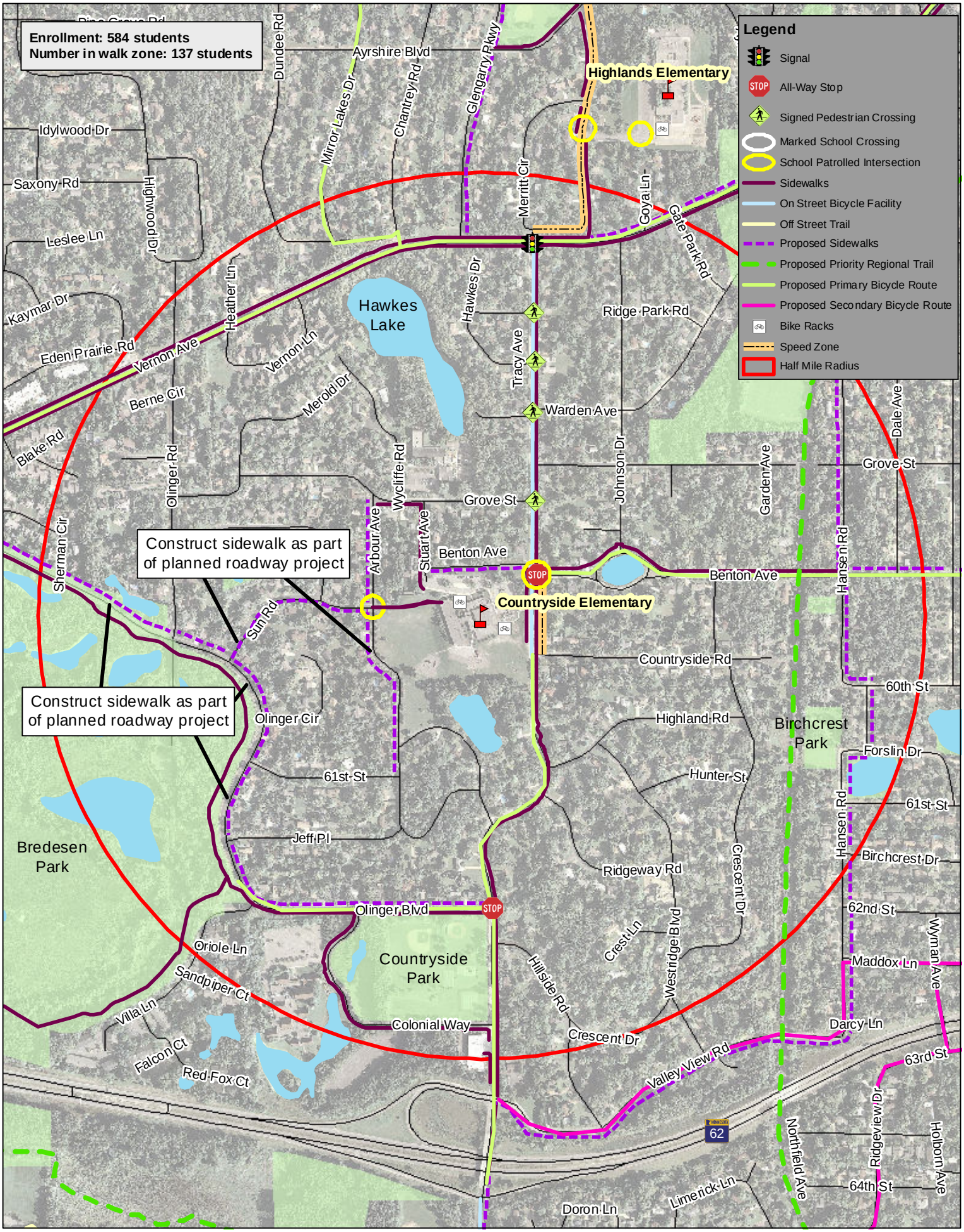
If you have any questions, please contact me at 952-826-0443or pwrase@EdinaMN.gov or Engineering Technician Andrew Scipioni at 952-826-0440 or ascipioni@EdinaMN.gov.

Regards,

Patrick Wrase
Assistant City Engineer

G:\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA413 Countryside H(2015)\ADMIN\CORR\LETTERS\Sidewalk Update Lett.docx

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



Kimley»Horn

SHIP HEALTH REFORM

N

0 310 620 1,240 Feet

Figure 11. Countryside Elementary Recommendations Map

APPENDIX D

Preliminary Assessment Roll

COUNTRYSIDE H NEIGHBORHOOD ROADWAY RECONSTRUCTION
IMPROVEMENT NO. BA-413
PRELIMINARY ASSESSMENT ROLL

PID	Owner	House No.	Street	Assessable REU	Assessable Amount
3211721310058	Helton P Cerqueira & Emma E Marshall-Cerqueira	5800	Amy Dr	1	$ 11,732.45
3211721310057	David C Garvin & Judith N Garvin	5804	Amy Dr	1	$ 11,732.45
3211721310066	Margaret A Fischer & Jerome R Fischer	5805	Amy Dr	1	$ 11,732.45
3211721310056	Kenneth J Kriester & Elizabeth Kriester	5808	Amy Dr	1	$ 11,732.45
3211721310065	Roger Upson/Trustee & Jean Upson/Trustee	5809	Amy Dr	1	$ 11,732.45
3211721310055	Tina Marie Bain & Robert C Bain Jr	5812	Amy Dr	1	$ 11,732.45
3211721310064	Paul V Gage & Sheryl A Gage	5813	Amy Dr	1	$ 11,732.45
3211721310054	Subhash A Kommura & Sujata Das	5816	Amy Dr	1	$ 11,732.45
3211721310053	Jay A Gould & Sherri H Gould	5820	Amy Dr	1	$ 11,732.45
3211721310052	Thomas H Jennings & Therese M Jennings	5824	Amy Dr	1	$ 11,732.45
3211721310051	Philip J Bohrer	5900	Amy Dr	1	$ 11,732.45
3211721310063	William J Roberts	5901	Amy Dr	1	$ 11,732.45
3211721310050	Stephen T Wehr & Amy L H Wehr	5904	Amy Dr	1	$ 11,732.45
3211721310062	Seyed A Mirsharif & Soheila Mirsharif	5905	Amy Dr	1	$ 11,732.45
3211721310049	Thomas Faulhaber & Margaret Faulhaber	5908	Amy Dr	1	$ 11,732.45
3211721310061	Kelsey S Brown & Peter L Brown	5909	Amy Dr	1	$ 11,732.45
3211721310048	Simon D Raper & Michelle M Raper	5912	Amy Dr	1	$ 11,732.45
3211721310060	David Lilja & Dorothy Lilja	5913	Amy Dr	1	$ 11,732.45
3211721310047	Richard Parry & Mallette Parry	5916	Amy Dr	1	$ 11,732.45
3211721310059	Kristin B Schultes & Benjamin C Schultes	5917	Amy Dr	1	$ 11,732.45
3211721310042	Matthew G Headrick & Cassandra H M Headrick	5920	Amy Dr	1	$ 11,732.45
3211721310041	Kirk Swenson & Kristin Swenson	5924	Amy Dr	1	$ 11,732.45
					$ -
3211721310004	Beverly A Shacter/Trustee & Burton B Shacter/Trustee	5800	Arbour Ave	1	$ 11,732.45
3211721310006	Kevan K Andish & Olga Andish	5804	Arbour Ave	1	$ 11,732.45
3211721310011	Chistopher Monnot	5805	Arbour Ave	1	$ 11,732.45
3211721310007	Bruce W Smith & Gail P Beske	5808	Arbour Ave	1	$ 11,732.45
3211721310012	Nancy Karen W Callan	5809	Arbour Ave	1	$ 11,732.45
3211721310008	Larry A Bloom Jr & Jane Dee Bloom	5812	Arbour Ave	1	$ 11,732.45
3211721310013	Audrey M Simmons & Brian J Simmons	5813	Arbour Ave	1	$ 11,732.45
3211721310009	Walter L Chapman, Jr & Lockie R Chapman	5816	Arbour Ave	1	$ 11,732.45
3211721310014	Scott A May & Jennifer C May	5817	Arbour Ave	1	$ 11,732.45
3211721310010	Rupinder & Harpreet Singh	5820	Arbour Ave	1	$ 11,732.45
3211721310015	Brian P Price & Mary F Price	5821	Arbour Ave	1	$ 11,732.45
3211721310018	Sonja R Roy & Andrew D Roy	5900	Arbour Ave	1	$ 11,732.45
3211721310019	John C Huseby & Nancy K Huseby	5904	Arbour Ave	1	$ 11,732.45
3211721310020	Kirk A Mathison & Nancy K Mathison	5908	Arbour Ave	1	$ 11,732.45
3211721310021	James P Norris & Diana L Norris	5912	Arbour Ave	1	$ 11,732.45
3211721340073	Andreas J Graser & Michaela P Graser	5940	Arbour Ave	1	$ 11,732.45
3211721340074	John A Haddad & Julieann Haddad	5950	Arbour Ave	1	$ 11,732.45
3211721340006	Brett Petrusek & Cindy Petrusek	5960	Arbour Ave	1	$ 11,732.45
3211721340007	William C Duane Jr & Harriet R Campe	5970	Arbour Ave	1	$ 11,732.45
3211721340008	Carla J Eidahl & Dallas L Steiner	5980	Arbour Ave	1	$ 11,732.45
					$ -
3211721420004	Steven J Enck	5700	Benton Ave	0.67	$ 7,860.74
3211721420054	ISD 273 (Countryside Elementary School)*	5701	Benton Ave	10	$ 117,324.50
3211721420003	Robert C Bredt & Mary H Bredt	5704	Benton Ave	1	$ 11,732.45
3211721420002	Xinying Yu & Xuemin Yang	5708	Benton Ave	1	$ 11,732.45
3211721420001	Siavash Shafizadeh & Mitra Sabetmeghaddan	5712	Benton Ave	1	$ 11,732.45
3211721420031	Wendy Glenna & Lester Glenna	5714	Benton Ave	1	$ 11,732.45
3211721420014	Junius Ho	5716	Benton Ave	1	$ 11,732.45
					$ -
3211721420029	Victor Fridlund Jr	5700	Grove St	0.67	$ 7,860.74
3211721420006	Linda M Klaver & Kenneth J Frank	5701	Grove St	0.67	$ 7,860.74
3211721420007	Yin Tian	5705	Grove St	1	$ 11,732.45
3211721420008	Melissa F Johnston	5709	Grove St	1	$ 11,732.45
3211721420009	Jason E Kalgreen & Carrie J Ellis	5711	Grove St	1	$ 11,732.45
3211721420030	Jane E Pollard-Fridlund & Wayne V Fridlund	5712	Grove St	1	$ 11,732.45

COUNTRYSIDE H NEIGHBORHOOD ROADWAY RECONSTRUCTION
IMPROVEMENT NO. BA-413
PRELIMINARY ASSESSMENT ROLL

PID	Owner	House No.	Street	Assessable REU	Assessable Amount
3211721420010	Marian L Delaney & Thomas J Delaney Jr	5717	Grove St	1	$ 11,732.45
3211721420011	Kenneth W Horns & Lori L Horns	5721	Grove St	1	$ 11,732.45
3211721130065	Good Samaritan Methodist Church**	5730	Grove St	7	$ 82,127.15
3211721310005	Kevin Lawless & April Egan	5809	Grove St	1	$ 11,732.45
3211721310029	Scott L Johnson & Nina M Johnson	5812	Grove St	1	$ 11,732.45
3211721310030	Catherine Hogan & Edward M Hogan	5816	Grove St	1	$ 11,732.45
3211721310093	James P Ebsen	5817	Grove St	1	$ 11,732.45
3211721240031	Lori A Reiland & Earl D Reiland	5820	Grove St	1	$ 11,732.45
3211721310032	Marie M Anderson	5821	Grove St	1	$ 11,732.45
3211721240032	Michael J Swanson & Marsella R Swanson	5824	Grove St	1	$ 11,732.45
3211721310033	Jon W Holm & Bobbi A Holm	5825	Grove St	1	$ 11,732.45
3211721240033	Robert C Thrane & Laura A Thrane	5828	Grove St	1	$ 11,732.45
3211721310034	Michael R Crespo & Dervie Crespo	5829	Grove St	1	$ 11,732.45
3211721240034	Callie M Kalogerson	5832	Grove St	1	$ 11,732.45
3211721310035	Claire Boyum	5833	Grove St	1	$ 11,732.45
3211721240035	Steven J Porter & Ieva B Porter	5836	Grove St	1	$ 11,732.45
3211721310036	Patrick J Neuman & Gamila S Neuman	5837	Grove St	1	$ 11,732.45
3211721240036	John H Hougen & Jeane M Hougen	5900	Grove St	1	$ 11,732.45
3211721310037	Daniel T Reed & Catharine D Reed	5901	Grove St	1	$ 11,732.45
3211721240037	Cheryl A Brock	5904	Grove St	1	$ 11,732.45
3211721310038	Paul D Sheely & Ann*Marie Sheely	5905	Grove St	1	$ 11,732.45
3211721240038	Ross N Tomoson & Tammy J Tomoson	5908	Grove St	1	$ 11,732.45
3211721310039	James W Robertson & Martha A Robertson	5909	Grove St	1	$ 11,732.45
3211721310025	Kuk Yi	5932	Grove St	1	$ 11,732.45
3211721310026	Michael J Lynch & Diana L Lynch	5936	Grove St	1	$ 11,732.45
					$ -
3211721240026	Kevin E Miller & Patricia Anne Shaughnessy	5801	Merold Dr	1	$ 11,732.45
3211721240013	Walter C Dyson	5804	Merold Dr	1	$ 11,732.45
3211721240046	George Nickolatos & Jean Nickolatos	5805	Merold Dr	1	$ 11,732.45
3211721240014	Erica Wu & Zhengliang Wu	5808	Merold Dr	1	$ 11,732.45
3211721240045	Joseph J Christensen & Teresa A Christensen	5809	Merold Dr	1	$ 11,732.45
3211721240015	Yeilim Cho & Younghoon Kwon	5812	Merold Dr	1	$ 11,732.45
3211721240044	John Cochran & Carol Cochran	5813	Merold Dr	1	$ 11,732.45
3211721240049	Gerald P Lynch & Annette C Lee	5816	Merold Dr	1	$ 11,732.45
3211721240043	Julia P Eide	5817	Merold Dr	1	$ 11,732.45
3211721240042	Lisa J Gardner & Andrew T Gardner	5821	Merold Dr	1	$ 11,732.45
3211721240048	Thomas Cain & Judith Schmitz	5900	Merold Dr	1	$ 11,732.45
3211721240041	Ryan D Gordon & Sara L Gordon	5901	Merold Dr	1	$ 11,732.45
3211721240016	Alan D Sweet /Trust & Philothea Sweet/Trust	5904	Merold Dr	1	$ 11,732.45
3211721240040	Rabab Dairkee & Mufaddal Baxamusa	5905	Merold Dr	1	$ 11,732.45
3211721240017	Peter A Van Dyke & Alice Van Dyke	5908	Merold Dr	1	$ 11,732.45
3211721240039	Kevin H Koehler & Mary K Doty Koehler	5909	Merold Dr	1	$ 11,732.45
3211721240018	Ralf Loeffelholz & Mary B Loeffelholz	5912	Merold Dr	1	$ 11,732.45
3211721240019	Bradley J Einck & Marion U Einck	5916	Merold Dr	1	$ 11,732.45
3211721240020	Jay Fourniea & Elizabeth Fourniea	5920	Merold Dr	1	$ 11,732.45
3211721240021	John C Buckentine & Laurie A Wien	5924	Merold Dr	1	$ 11,732.45
3211721310024	Francis C Ling & Nancy McLaughlin	5928	Merold Dr	1	$ 11,732.45
					$ -
3211721310073	David Savageau & Robin Savageau	5924	Olinger Blvd	0.33	$ 3,871.71
3211721310083	Bruce W Dahlke & Gayle M Dahlke	6000	Olinger Blvd	0.33	$ 3,871.71
3211721340064	Kevin L Kajer & Andrea H Kajer	6012	Olinger Blvd	0.33	$ 3,871.71
3211721340070	Benjamin S Leung & Helen T Leung	6076	Olinger Blvd	0.33	$ 3,871.71
					$ -
3211721340063	Barbara R Mcglynn	6016	Olinger Cir	1	$ 11,732.45

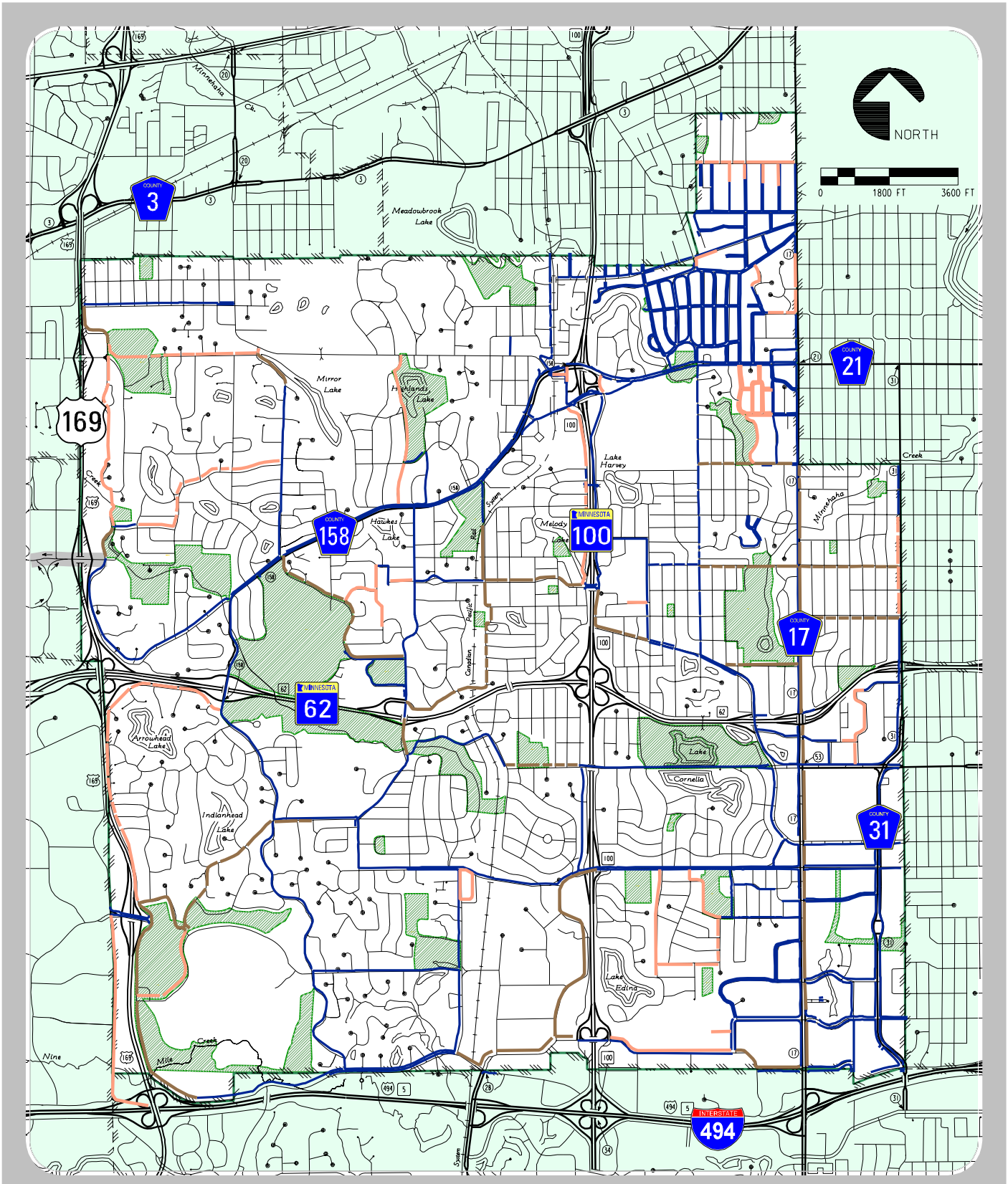
COUNTRYSIDE H NEIGHBORHOOD ROADWAY RECONSTRUCTION
IMPROVEMENT NO. BA-413
PRELIMINARY ASSESSMENT ROLL

PID	Owner	House No.	Street	Assessable REU	Assessable Amount
3211721340062	Jonathan R Newberry & Andrea Newberry	6020	Olinger Cir	1	$ 11,732.45
3211721310044	Vijaykumar S Monie & Kamela Monie	6024	Olinger Cir	1	$ 11,732.45
3211721310043	Nancy H Phinney & Scott B Phinney	6028	Olinger Cir	1	$ 11,732.45
3211721310085	Brigid M Spicola	6032	Olinger Cir	1	$ 11,732.45
3211721310086	Scott A Collier & Laura M Collier	6036	Olinger Cir	1	$ 11,732.45
3211721310087	Judith L Girard & Jon R Girard	6040	Olinger Cir	1	$ 11,732.45
3211721310088	R H Larson & Patricia Larson	6044	Olinger Cir	1	$ 11,732.45
3211721310089	Jeffrey A Harkman & Rebecca J Harkman	6048	Olinger Cir	1	$ 11,732.45
3211721310046	Joanne M Heck & Gregory W Heck	6052	Olinger Cir	1	$ 11,732.45
3211721340065	Robert A Oliphant & Ruth L Oliphant	6056	Olinger Cir	1	$ 11,732.45
3211721340066	John Maclennan	6060	Olinger Cir	1	$ 11,732.45
3211721340067	Laurence A Sinesio & Rosalind A Sinesio	6064	Olinger Cir	1	$ 11,732.45
3211721340068	Matthew H Ouska	6068	Olinger Cir	1	$ 11,732.45
3211721340069	James M Luther & Margaret J Luther	6072	Olinger Cir	1	$ 11,732.45
					$ -
3211721310001	Richard W Jahnke & Lisa C Jahnke	5813	Olinger Rd	0.33	$ 3,871.71
3211721310002	James A Tabor & Carolyn A Tabor	5829	Olinger Rd	0.33	$ 3,871.71
					$ -
3211721420015	Jason J Urbanski & Molly J Urbanski	5800	Stuart Ave	1	$ 11,732.45
3211721420012	Martin Herbers & Barbara Herbers	5801	Stuart Ave	1	$ 11,732.45
3211721420016	Lynn A Peterson	5804	Stuart Ave	1	$ 11,732.45
3211721420013	Herbert W Schulte & Juliana Schulte	5805	Stuart Ave	1	$ 11,732.45
3211721420017	Michael E Henderson & Jennifer D Henderson	5808	Stuart Ave	1	$ 11,732.45
3211721420018	R Daniel Rasmus & Kari Fedji-Rasmus	5812	Stuart Ave	1	$ 11,732.45
3211721420005	Leffert G Tigelaar & Barbara A Kyle	5816	Stuart Ave	1	$ 11,732.45
					$ -
3211721310076	Sara A Olson & Eric Olson	5805	Sun Rd	1	$ 11,732.45
3211721310077	Timothy R Moodie & Barbara B Moodie	5809	Sun Rd	1	$ 11,732.45
3211721310078	Isaac E Phelps	5813	Sun Rd	1	$ 11,732.45
3211721310067	Jon Sundal & Deborah Sundal	5900	Sun Rd	1	$ 11,732.45
3211721310079	Donald Hessburg & Donna Hessburg	5901	Sun Rd	1	$ 11,732.45
3211721310068	Timothy G Matyi & Elaine C Matyi	5904	Sun Rd	1	$ 11,732.45
3211721310080	Tammy Thomas	5905	Sun Rd	1	$ 11,732.45
3211721310069	Murray Harris	5908	Sun Rd	1	$ 11,732.45
3211721310081	Carol J Rosenbaum & Philip B Rosenbaum	5909	Sun Rd	1	$ 11,732.45
3211721310070	Bruce C Ogren & Elizabeth A Madden Ogren	5912	Sun Rd	1	$ 11,732.45
3211721310082	Irving Borkon & Sherrill Borkon	5913	Sun Rd	1	$ 11,732.45
3211721310071	William P Lemmer & Bea A Lemmer	5916	Sun Rd	1	$ 11,732.45
3211721310072	Mark Christopher C Moore & Christine Rita Moore	5920	Sun Rd	1	$ 11,732.45
					$ -
3211721240006	Alexander K Melton & Kathleen A Melton	5617	Wycliffe Rd	1	$ 11,732.45
3211721240012	Julia K Mirman & Jacob I Mirman	5620	Wycliffe Rd	1	$ 11,732.45
3211721240007	Anne M Lee & Gary A Lee	5621	Wycliffe Rd	1	$ 11,732.45
3211721240008	John W Williams Jr & Jane M Williams	5625	Wycliffe Rd	1	$ 11,732.45
3211721240009	David M Reding & Courtney E Reding	5629	Wycliffe Rd	1	$ 11,732.45
3211721240027	Kenneth H Chun	5700	Wycliffe Rd	1	$ 11,732.45
3211721240010	William N Goldaris & Karen L Goldaris	5701	Wycliffe Rd	1	$ 11,732.45
3211721240028	James A Karigan & Dena Karigan	5704	Wycliffe Rd	1	$ 11,732.45
3211721240011	Thomas W Shaughnessy & Marlene Shaughnessy	5705	Wycliffe Rd	1	$ 11,732.45
3211721240029	James Allen & Elaine Allen	5708	Wycliffe Rd	1	$ 11,732.45
3211721240030	Richard Andrew Westen & Karen Louise Roghl Westin	5712	Wycliffe Rd	1	$ 11,732.45
3211721310028	Richard L Evans & Kristen R Evans	5716	Wycliffe Rd	1	$ 11,732.45
Total				**163.99**	$ 1,924,004.48

*3211721310016, 3211721310017, 3211721430054 are the auxiliary PIDs; for assessing purposes, only the primary PID is used.
**3211721130064 and3211721420062 are the auxiliary PIDs; for assessing purposes, only the primary PID is used.

APPENDIX E

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities



LEGEND:

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

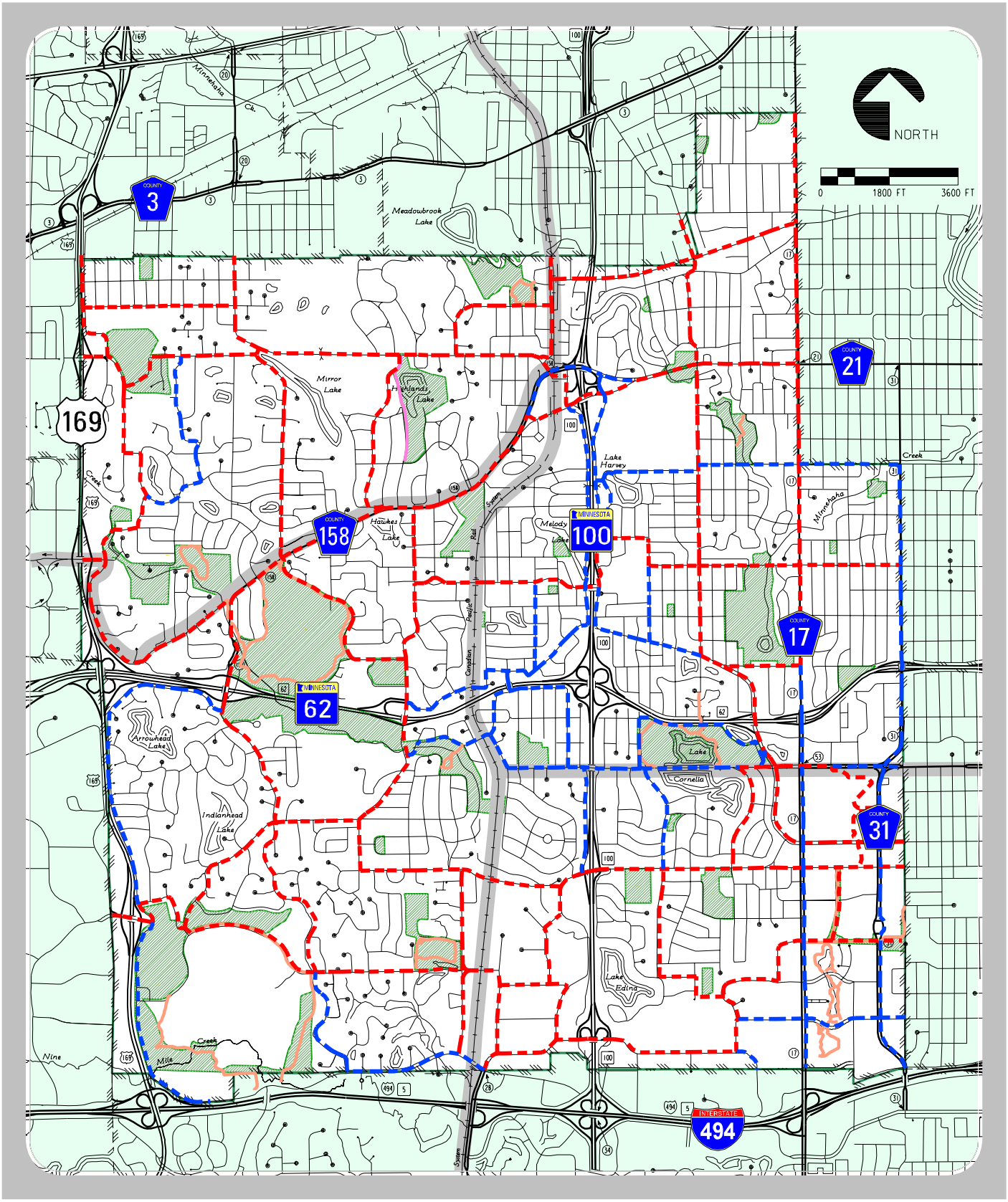
Note: Park Pathways are included on Figure 7.11

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

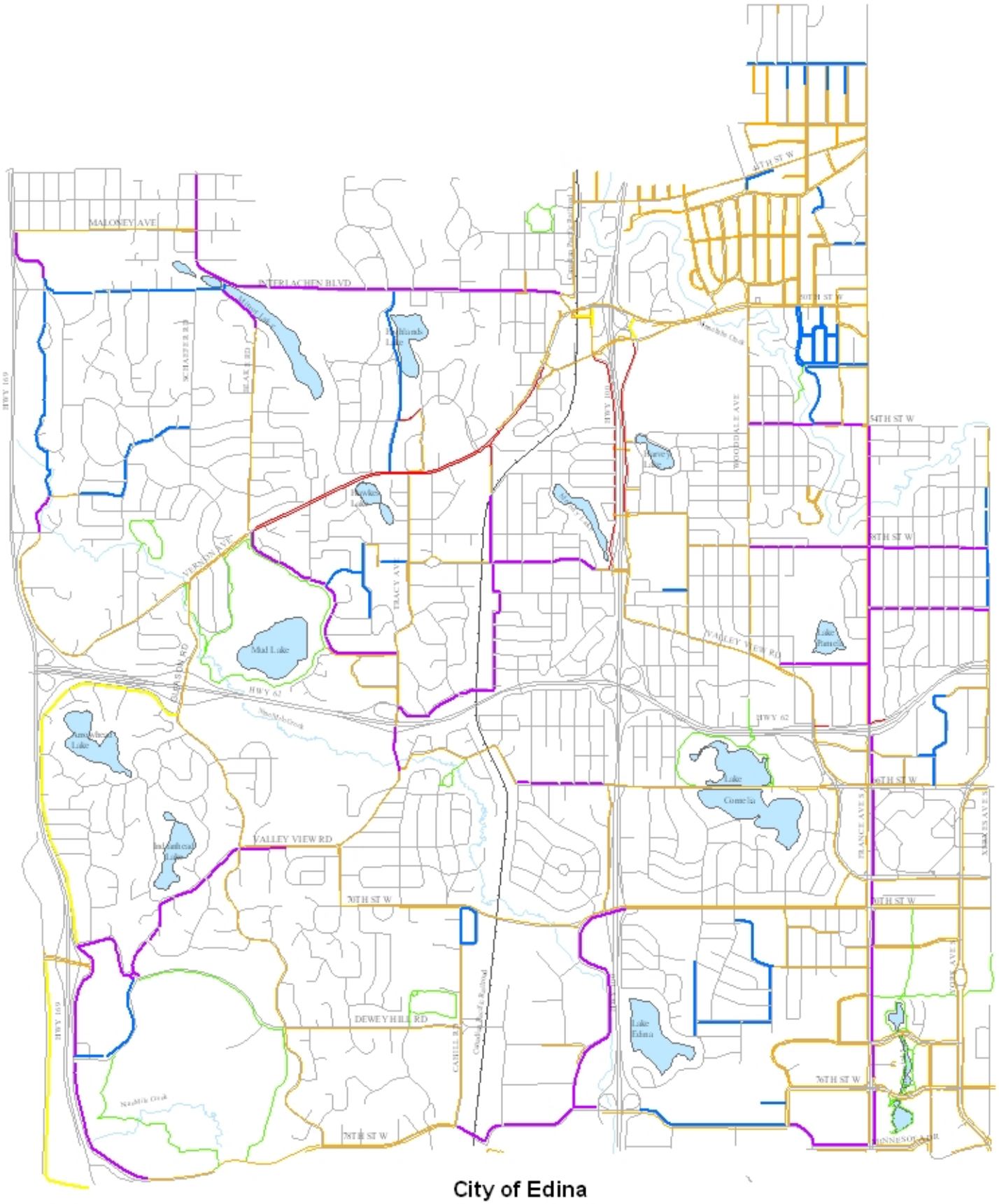
- Primary Route
- Secondary Route

City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

Date Printed: 10/22/2008
WSB Filename: K:\0686-03\Cad\Plan\fig-7-11.dgn

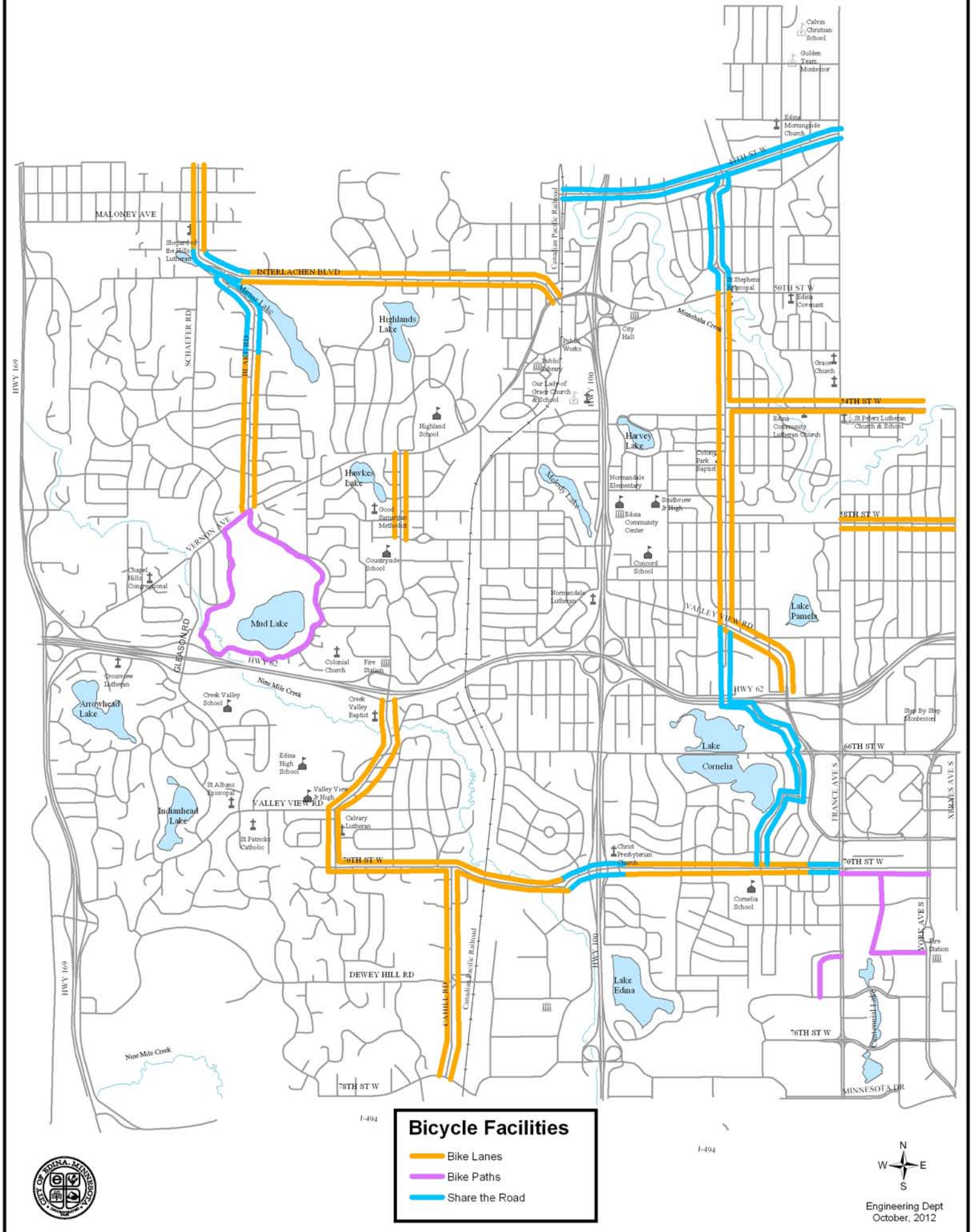


City of Edina
Draft Pedestrian Facilities - Fig 8.8

- 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

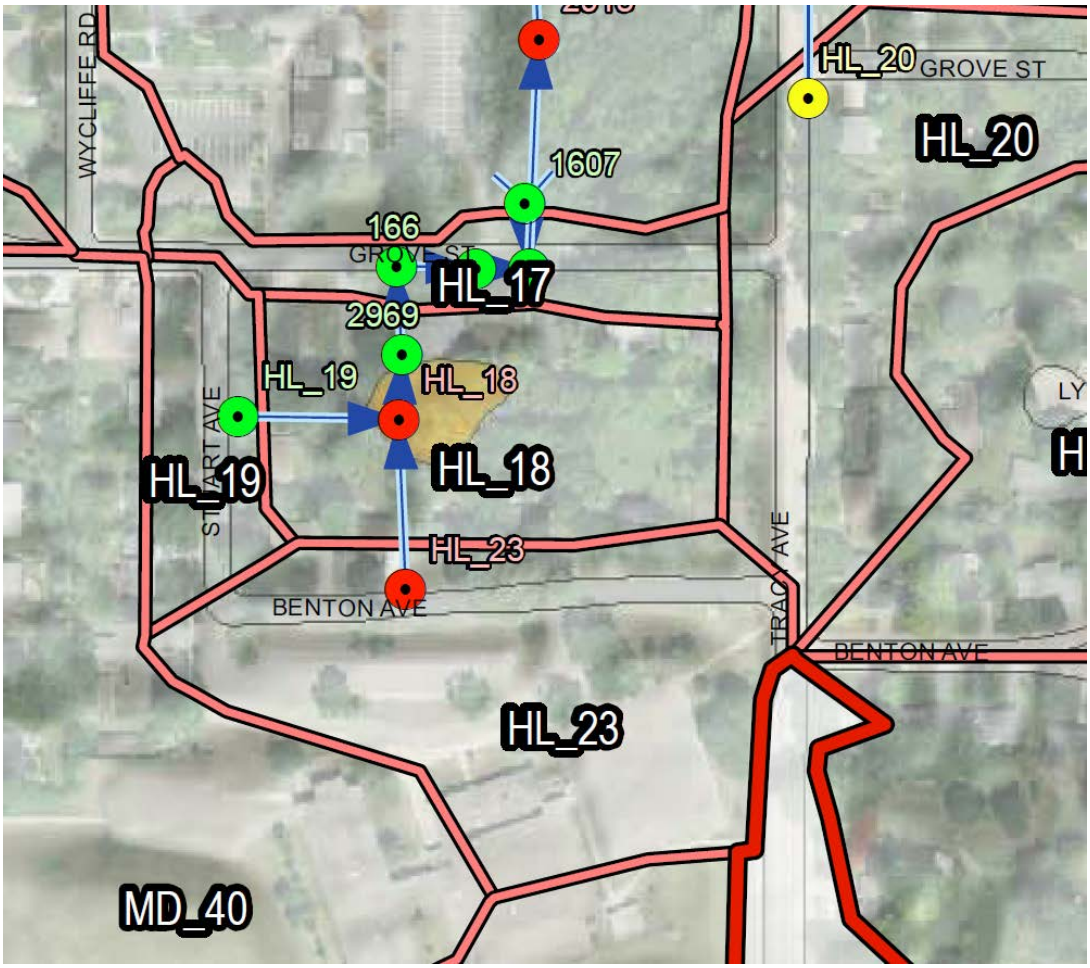
Engineering Dept
December, 2011


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

APPENDIX F

Proposed Storm Water Improvements

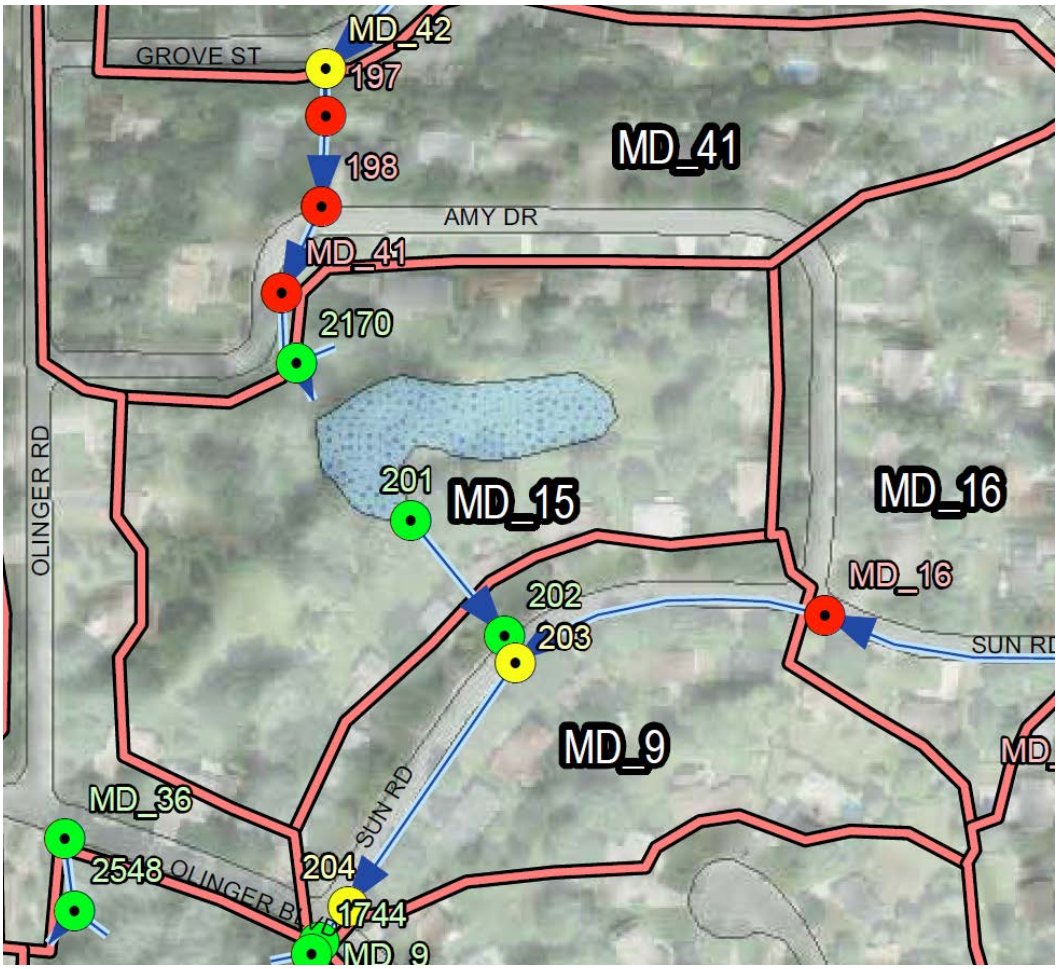
Figure 1-1. Backyard Drainage Problem between Grove Street and Benton Avenue



NINE MILE CREEK NORTH
HYDRAULIC MODEL RESULTS
Comprehensive Water Resource Management Plan
City of Edina, Minnesota

- City of Edina Boundary
- Roads/Highways
- Creek/Stream
- Lake/Wetland
- Nine Mile Creek - North Drainage Basin
- Subwatershed
- Potential Flooding During 100-Year Frequency Event
- Pipes
- Manhole
- Manhole Surcharge During 100-Year Frequency Event
- Manhole Surcharged During 10-Year Frequency Event

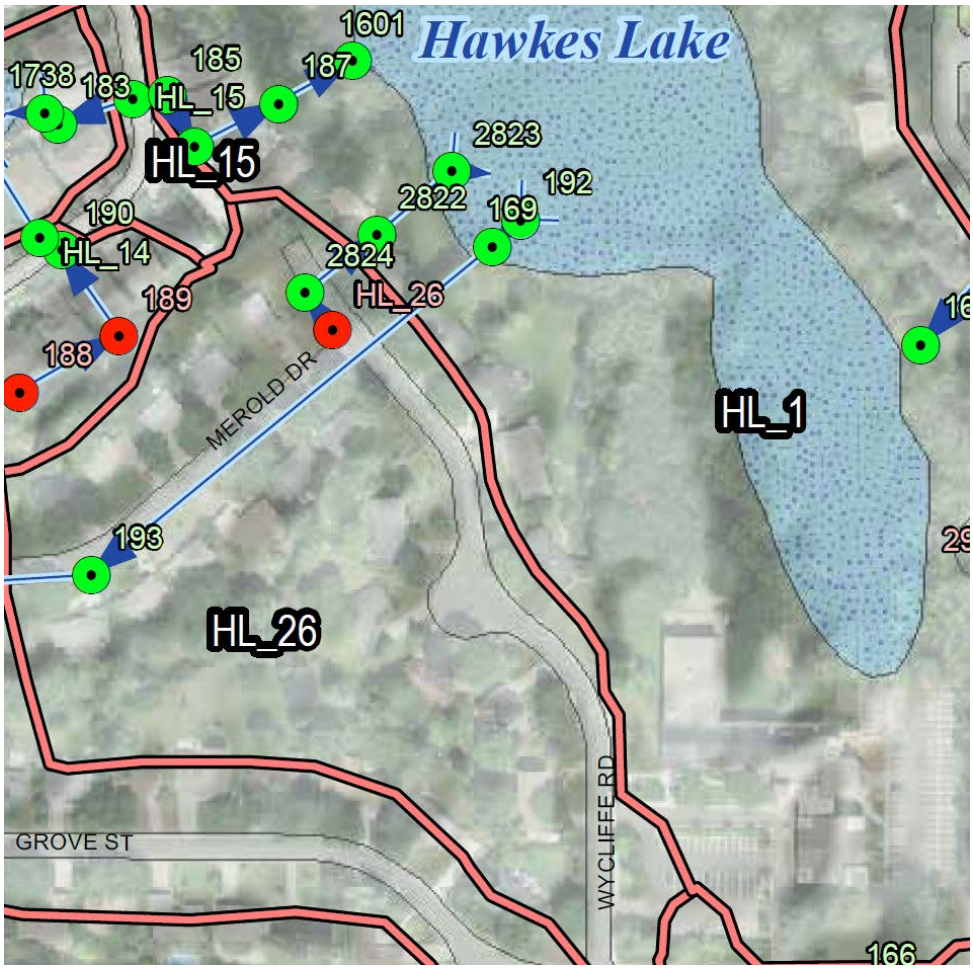
Figure 1-2. Backyard Drainage Problem between Amy Drive and Sun Road



NINE MILE CREEK NORTH
HYDRAULIC MODEL RESULTS
Comprehensive Water Resource
Management Plan
City of Edina, Minnesota

- City of Edina Boundary
- Roads/Highways
- Creek/Stream
- Lake/Wetland
- Nine Mile Creek - North Drainage Basin
- Subwatershed
- Potential Flooding During 100-Year Frequency Event
- Pipes
- Manhole
- Manhole Surcharge During 100-Year Frequency Event
- Manhole Surcharged During 10-Year Frequency Event

Figure 1-3. Intersection Drainage Problem at Merold Drive and Wycliff Road



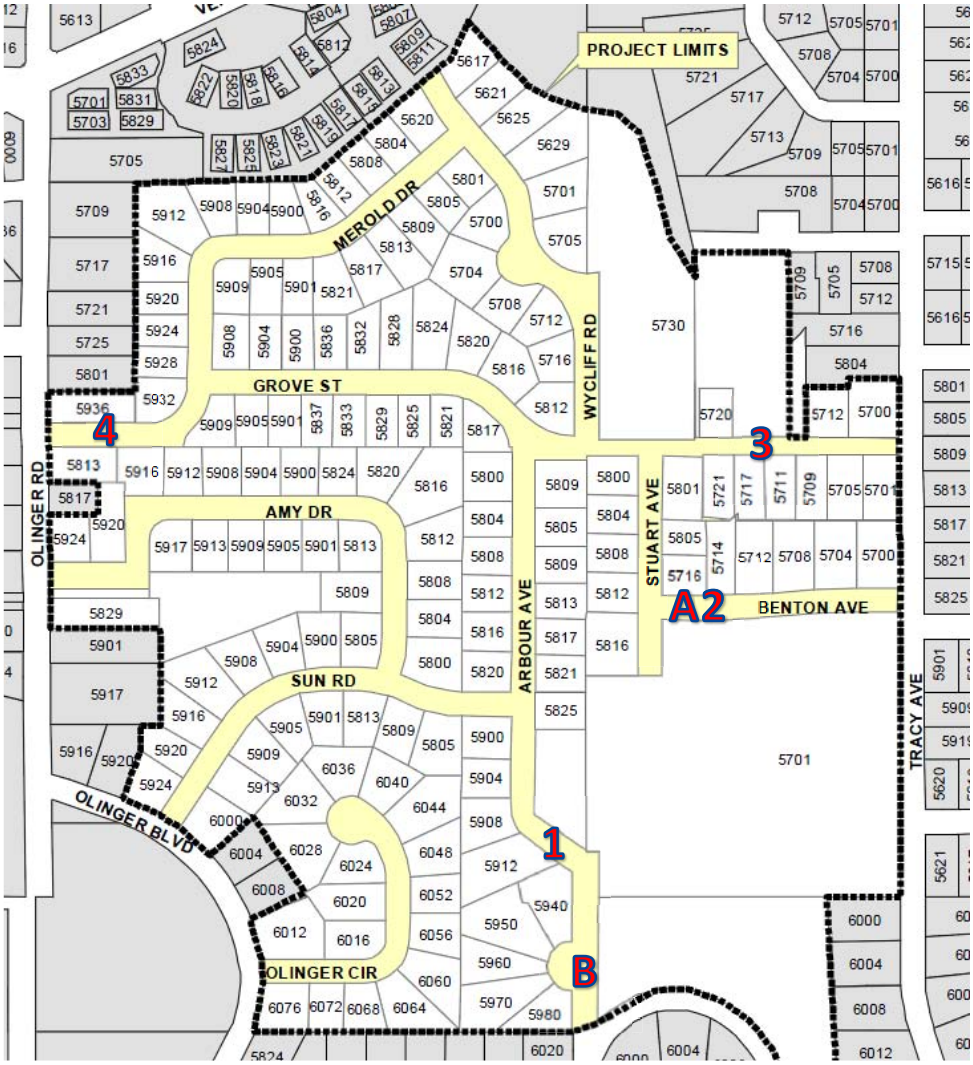
NINE MILE CREEK NORTH
HYDRAULIC MODEL RESULTS
Comprehensive Water Resource Management Plan
City of Edina, Minnesota

- City of Edina Boundary
- Roads/Highways
- Creek/Stream
- Lake/Wetland
- Nine Mile Creek - North Drainage Basin
- Subwatershed
- Potential Flooding During 100-Year Frequency Event
- Pipes
- Manhole
- Manhole Surcharge During 100-Year Frequency Event
- Manhole Surcharged During 10-Year Frequency Event

APPENDIX G

Countryside H Traffic and Crash Data

Countryside H Traffic and Crash Data

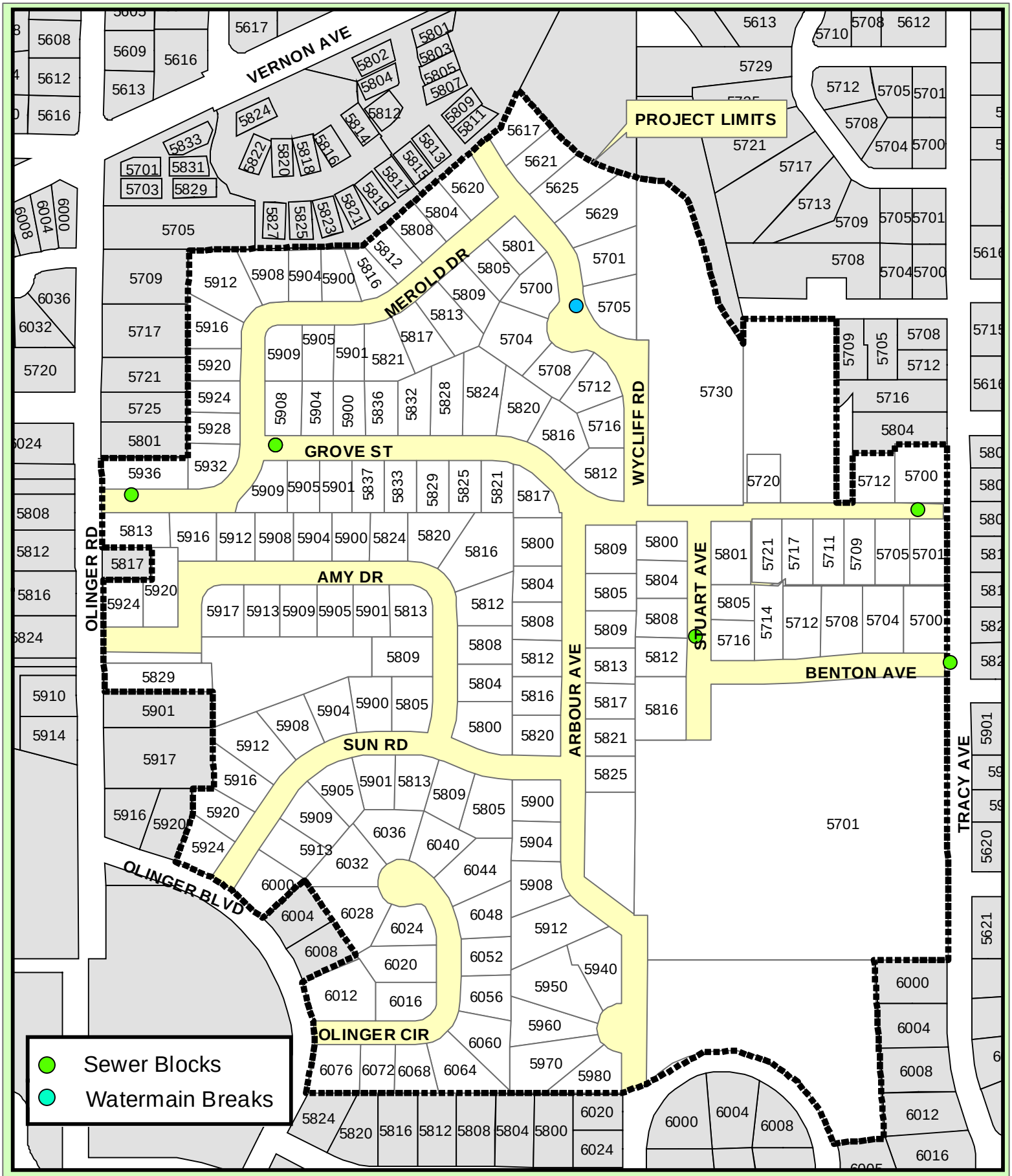


Traffic Data				
Location	**Description**	**Year**	**Average Daily Traffic**	**85th Speed, mph**
1	Arbour Avenue	2014	339	22.2
2	Benton Avenue	2014	300	-
3	Grove Street	2005	821	31.4
4	Grove Street	2014	364	25.5

Crash Data				
Location	**Severity**	**Year**	**Month**	**Time**
A	Property Damage – No Apparent Injury	2005	Feb.	1605
B	Property Damage – No Apparent Injury	2005	Dec.	1520

APPENDIX H

Sewer Blocks and Watermain Breaks



Sewer Blocks and Watermain Breaks
Countryside H Neighborhood Roadway Reconstruction
Improvement No: BA-413

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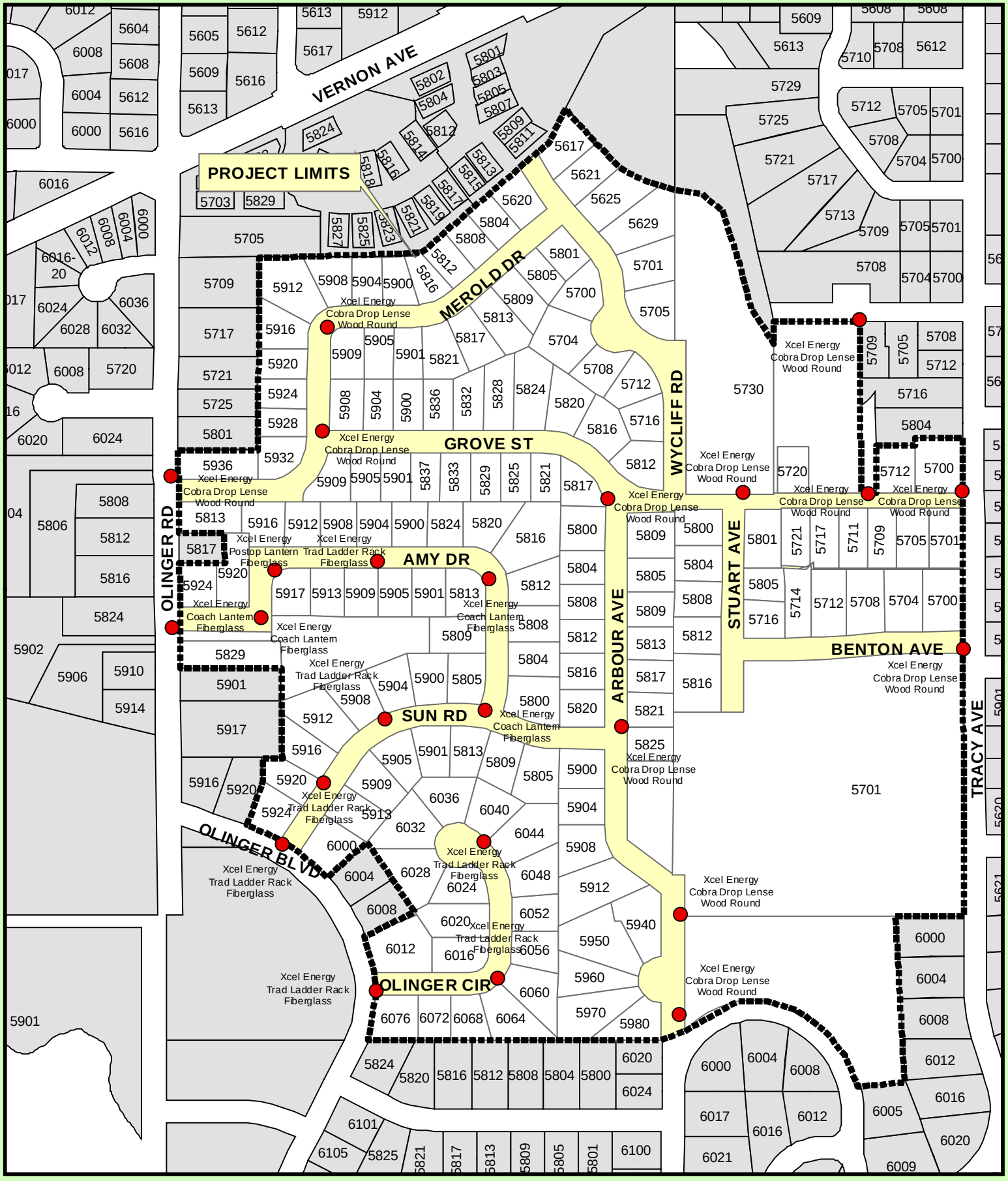
Engineering Dept
November, 2014

APPENDIX I

Existing Street Lights and Signs



Street Lights
Countryside H Neighborhood Roadway Reconstruction
Improvement No: BA-413

CITY OF EDINA, MINNESOTA

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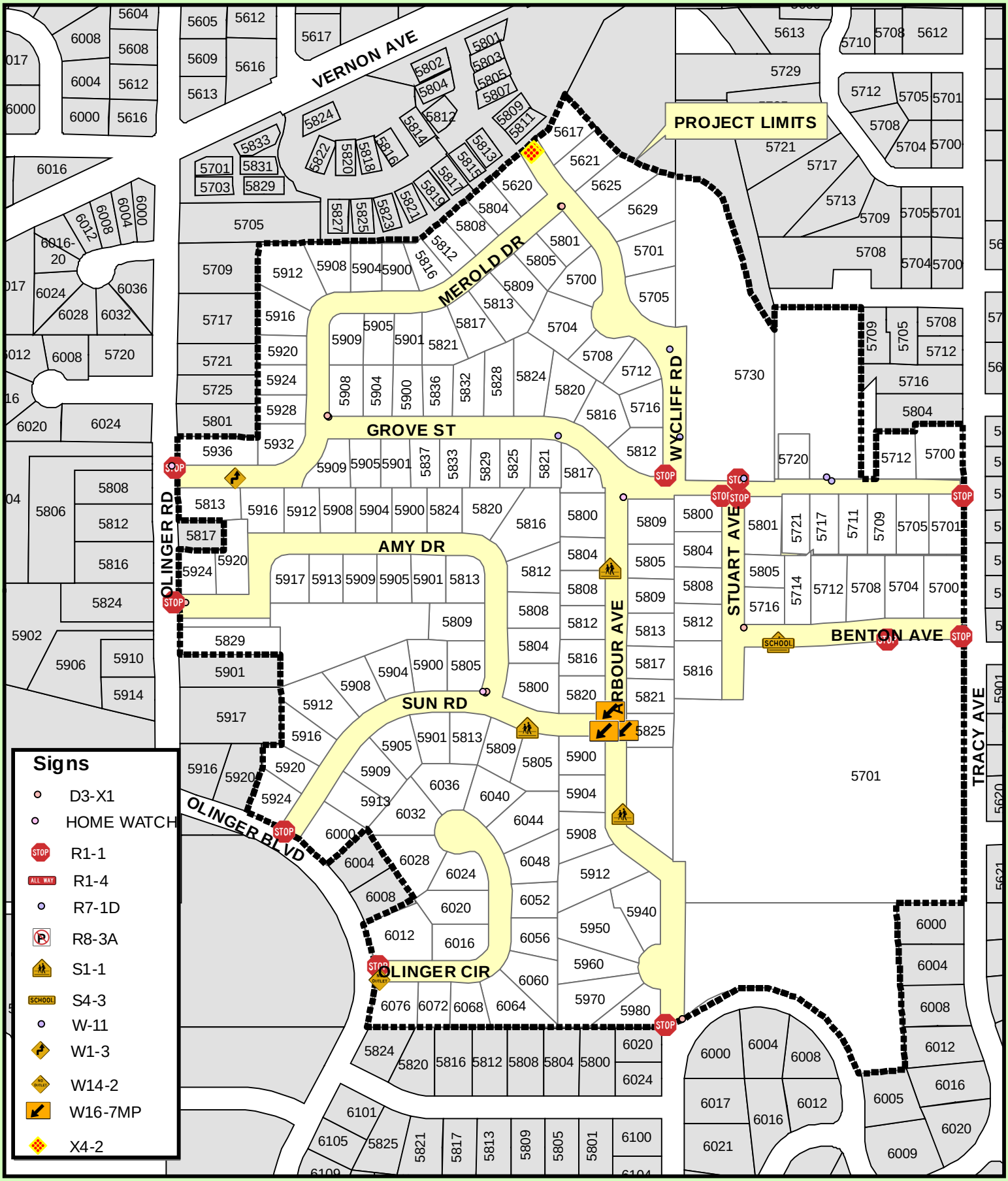
Engineering Dept
November, 2014



Signs
Countryside H Neighborhood Roadway Reconstruction
Improvement No: BA-413

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Engineering Dept
November, 2014

APPENDIX J

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.

APPENDIX K

Correspondence from Residents

Andrew Scipioni

From: Jamie Cynor
Sent: Thursday, December 05, 2013 8:52 AM
To: 'Winton, Liz'
Cc: Chad Millner
Subject: RE: Question regarding Countryside reconstruction and Utility Improvement
Attachments: Assessment History Handout.pdf

Liz,

At this time we don't have any cost for this project. With the letter that we sent out we attached a table that shows the past project cost which will include the public hearing cost and the final assessment cost.

I hope this helps and contact me with any further questions.

Jamie Cynor, Senior Engineering Technician
952-826-0440 | Fax 952-826-0392
JCynor@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Winton, Liz [mailto:LizWinton@edinarealty.com]
Sent: Tuesday, December 03, 2013 10:51 AM
To: 'cmiller@edinamn.gov'
Cc: Jamie Cynor
Subject: Question regarding Countryside reconstruction and Utility Improvement

Good Morning Chad,

I represent a builder that just recently purchased 5700 Grove Street. We received a note from the Seller regarding the 2015 Roadway Reconstruction and Utility Improvements. We are wondering what the cost will be to the future homeowner.

Thank you!

Sincerely,

Elizabeth George Winton
Realtor/New Home Sales
Brandl Anderson Homes
EDINA REALTY BUILDER'S MARKETING GROUP
6800 France Avenue, Edina MN
visit www.brandlanderson.com
612-366-1290

Andrew Scipioni

From: Matt Ouska <Matt.Ouska@highjump.com>
Sent: Thursday, December 26, 2013 12:51 PM
To: Chad Millner; Jamie Cynor
Cc: Christina Ouska (christina.ouska@gmail.com)
Subject: RE: 20131125 RE: 2015 Neighborhood Roadway Reconstruction

Chad – I appreciate your response back, sorry for the lengthy delay in my response back to you. Wondering if from where we are at from a 'season's' perspective it would make the most sense to have you come out in the spring when the melt begins and you are able to get a better view of the lay of the land? If that piece doesn't matter and you'd like to come out during the winter that is fine too – I will try and coordinate the meeting with our neighbors on our side of the circle, they are interested in meeting with you as well.

Thanks,

Matt

From: Chad Millner [mailto:cmillner@EdinaMN.gov]
Sent: Monday, November 25, 2013 5:09 PM
To: Matt Ouska; Jamie Cynor
Cc: Christina Ouska (christina.ouska@gmail.com)
Subject: 20131125 RE: 2015 Neighborhood Roadway Reconstruction

Matt,

Thanks for the comments.

As part of all our projects we look for comments from residents on issues and concerns. Depending on what is occurring, what infrastructure is in place that can help address the issue, cost, and easements, we try to address those concerns. This is not always possible but we will look into the issue and communicate with you.

I would like to meet with you onsite to begin discussions about the issue. From there staff will analyze the options that would be available.

Thanks,
Chad

Chad Millner, Interim City Engineer
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Matt Ouska [mailto:Matt.Ouska@highjump.com]
Sent: Monday, November 25, 2013 3:21 PM
To: Chad Millner; Jamie Cynor
Cc: Christina Ouska (christina.ouska@gmail.com)
Subject: 2015 Neighborhood Roadway Reconstruction

Chad/Jamie –

I am a resident of 6068 Olinger Circle in the Countryside area. I didn't have an opportunity to make it to the open house regarding this project back in September but just wanted to provide some feedback here. I don't know if the scope of what I am addressing is too large in relation to the proposed project but it seems like an appropriate time to address this. I am all for reinvestment back into the community, including the aging infrastructure in our area. I understand the nature of assessments and their ability to support this continued investment. I do have a significant concern regarding the proposed project though given a core issue that exists on our side (southwest) side of Olinger Circle. There is a large amount of slope in our backyard and drainoff that comes from up above on higher land (not sure how far up it begins). The water flow is such that during high moisture times of the year, there is often times visible flowing water through our backyards, which is fondly known as the Olinger River. Yes we joke about it, the fact is it is a major problem. Our house would not stay dry without the services of dual sump pumps in the basement that generally run for 3-4 months out of the year. Many of the houses on our side have similar sump pump/drainage setups and some of them drain around to the front of the house to the road. One look at the road/asphalt out in front of our particular house and you can see the impacts of the sheer volume of water that is redirected to drain down the road.

It is very difficult for me to think about investing a significant amount of money in redoing the road out front without a decidedly different answer of how to address a very clear issue with water flow/runoff that exists. Is there something that you can consider in conjunction with this project to help us address this so that the overall project makes more sense for us? We are additionally considering some major landscaping investment in our backyard so we could potentially help aid a change, but I know that the core problem I am addressing has existed for a very long time and many long term residents of Olinger Circle would appreciate a better long term solution.

Thanks I look forward to your response.

Matt

Matt Ouska | Chief Financial Officer
HighJump Software | Direct: 1.800.328.3271 Ext. 1202 | Cell: 612-220-3277
matt.ouska@highjump.com

Andrew Scipioni

From: Patrick Wrase
Sent: Monday, September 22, 2014 12:00 PM
To: 'gandalee6@q.com'
Cc: Chad Millner; Brian Olson
Subject: Handling of Storm Surge - Hawkes Lake

Mr. Lee,

In response to your email to Brian Olson from June 19th regarding the outlet to Hawkes Lake and the response of the Lake to the heavy rainfall received on June 19, we have examined the hydraulics of this component of the City of Edina watershed system. The examination included verifying the existing operating conditions of the Hawkes Lake lift station and performing several "runs" of the city of Edina hydrology/hydraulic stormwater runoff computer model.

The outlet from Hawkes Lake is a pumped at a rate of 2.0 cubic feet per second (cfs). This compares to a pumping rate from Highlands Lake at 1.0 cfs. Therefore, Hawkes Lake will be drawn down even though Highlands Lake is being drawn down simultaneously with a net outflow rate of 1.0 cfs out of Hawkes Lake (2.0 cfs out – 1.0 cfs in). Each full day of pumping from Hawkes will remove approximately 86,400 cubic feet of water from Hawkes Lake, net of the inflow from Highlands Lake. Given that Hawkes Lake has a surface area of approximately 414,000 square feet and a stage increase of 5.7', Hawkes Lake will be pumped back to its normal water level (NWL) approximately 27 days after a 100-year rainfall event has occurred, provided that no further rainfall occurs. By comparison, Highlands Lake with its 1.0 cfs outflow pumping rate and larger surface area at approximately 708,000 square feet and a stage increase of 4.9' will take 40 days to reach its NWL.

Water pumped from Hawkes Lake makes its way south and west to a pond located south of Amy Drive and east of Olinger Road. During a 100-yr rainfall event, this pond, known as MD_15 in the City of Edina Comprehensive Water Resources Plan, is modeled to increase in depth by 4.5 feet during the 100-year rainfall design event. This bounce in the pond surface level comes within 0.7' of the lowest adjacent structure during the 100-year rainfall event. For comparison purposes, the surface level of Hawkes Lake is projected to peak 1.7' below the lowest building and Highlands Lake is modeled to peak within 0.2' of the lowest adjacent building.

There is a goal of protecting of all structures within Edina from a 100-year rainfall event. Hawkes Lake is shown to adequately meet that goal through the hydraulic modeling efforts conducted during the preparation of the City of Edina Comprehensive Water Resources Management Plan in 2011. Highlands Lake is narrowly capable of meeting this goal but reducing the outflow would subject properties to flooding. Pond MD-15 is also narrowly capable of meeting the 100yr design event protection but increasing flow rates out of Hawkes Lake would subject additional properties to flooding concerns. Edina is a nearly fully developed community and development of the natural lands have increased runoff volumes over natural conditions. In order to mitigate the impacts of post development runoff, engineering design has utilized both manmade and natural water bodies to store and convey surface water runoff and to strive for an equal level of protection for all Edina residents. That goal has been achieved in the vicinity of Hawkes Lake. It is not possible to increase the flow rate out of Hawkes Lake as doing so would have adverse impacts on water bodies and properties located downstream from Hawkes Lake.

Please contact me at your convenience if you would like to discuss this information in greater detail.

Thank You,

Patrick Wrase, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
PWrase@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: ANNE LEE GARY LEE [mailto:gandalee6@q.com]
Sent: Thursday, June 19, 2014 3:16 PM
To: Brian Olson
Subject: Handling of Storm Surge - Hawkes Lake

I'm concerned about the handling of any storm surge and how that impacts Hawkes Lake, where we live. I'm particularly now concerned about possible heavy rain tonight given the lake level right now. The response is not what we had been promised when we worked with Roger Glanzer to have the new pumps installed in approx 2004.

My discussion with the city and Roger Glanzer was that if the city pumps out of Highland Lake at essentially the same rate as is being pumped out of Hawkes Lake, then Hawkes lake level can never recede until Highlands lake first reaches it's shut off level. So in periods of extended heavy rain, the Hawkes Lake level would continue rising with no ability to pump the level down. To this, Roger Glanzer promised that if this situation occurred, the city would bring in additional gas powered pumps and pump up Merold to drain to 9 mile creek as was done in 1987. That is, the city would make sure to manage Hawkes lake so that the water would not reach our homes.

When I called today given the prediction of additional heavy rain to explain this and then request the additional pumps. I was told none were available. All were already out and running. Hawkes Lake is a critical juncture in the city's storm sewer plan and to not have the promised equipment is not acceptable. When I tried to explain to Gary from your department why there would be a pumping issue, he said there was no issue, that all pumps were working and that no one is gets pumped out first and he didn't really listen to what I was saying. When I tried to explain the promise from Roger Glanzer regarding additional pumps, all I was told is that Roger no longer works here. This is also a problem. If the city cannot keep in reserve additional pumps to a make sure a key component of their storm sewer system will work as promised, then I would like to reopen the issue that the pumps installed on Hawkes are not able to adequately maintain Hawkes Lake levels during periods of extended heavy rain.

It was the city's decision to incorporate Hawkes Lake as a component of the storm sewer. Hawkes Lake now takes runoff from a much wider area than naturally would occur. By incorporating Hawkes Lake into the storm sewer, a man made decision creates the risk for flooding on Hawkes Lake, as opposed to homes that reside along a creek. I fear now the city won't keep its promise to those who reside on Hawkes Lake, part of the storm sewer system.

Let's hope in this case, a situation will be averted and then we can address this to make sure a problem never arises.

APPENDIX L

Berne Circle Letter

Countryside H
Neighborhood Roadway Reconstruction

November 6, 2014

RE: Berne Circle - Postponement of Reconstruction

Dear Resident:

The Engineering Department is currently preparing engineering reports for the 2015 neighborhood street reconstruction projects. Berne Circle is included in the Countryside H neighborhood area; however, at this time, staff is planning to postpone the reconstruction of Berne Circle until 2017.

When planning projects of this scope, staff evaluates the age and condition of pavement surfaces, City utilities, and assesses geographic proximity to other reconstruction projects. Given that the pavement condition of Berne Circle is relatively high on our Pavement Index compared to other streets within the Countryside H neighborhood, and that Berne Circle is isolated from the remainder of the project area, staff has decided to include Berne Circle with the Countryside G project in 2017.

Incorporating Berne Circle with the Countryside G project will minimize disruption due to multiple years of construction activities and may lead to lower constrution costs by combining Berne Circle with adjacent improvement projects. Any assessments related to this project will be delayed accordingly. Other streets that will be included for reconstruction with Countryside G are Olinger Road, Grove Circle, and Sherman Circle (see attached map).

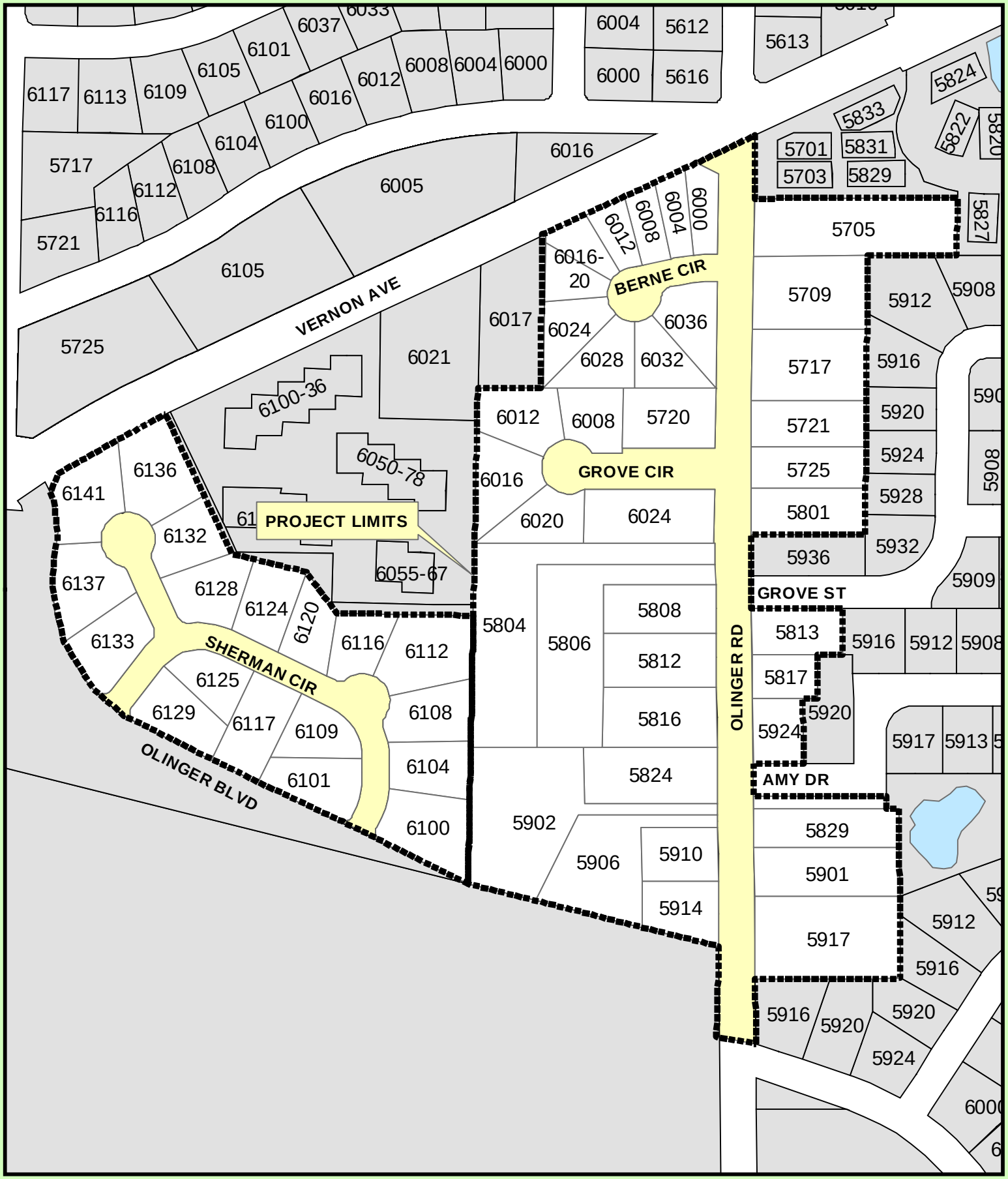
We apologize for any inconvenience this may cause. We strive to perform projects that are necessary, cost-effective, and most beneficial to all impacted residents, and we believe this decision best accomplishes these objectives.

If you have any questions or concerns, please feel free to contact me at pwrase@EdinaMN.gov or 952-826-0443.

Sincerely,

Patrick Wrase

Patrick Wrase
Assistant City Engineer



2017 Project Area
Countryside G Neighborhood Roadway Reconstruction
Improvement No: BA-427

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Engineering Dept
November, 2014

APPENDIX M

ETC Meeting Minutes

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
AUGUST 21, 2014
6:00 P.M.

ROLL CALL Answering roll call were members Bass, Boettge, Iyer, Janovy, LaForce, Olson, and Whited.

ABSENT Members Nelson, Sierks, Spanhake, and Van Dyke.

REPORTS/RECOMMENDATIONS

2015 Neighborhood Reconstruction Projects

Assistant city engineer Patrick Wrase was introduced to the ETC and he presented the 2015 neighborhood reconstruction projects. The neighborhood projects presented were Countryside H, Prospect Knolls B and Dewey Hill G. He said Arden Park D is also scheduled for 2015 but is being handled by a consultant and would be presented at a later date.

Assistant city engineer Wrase said improvements will include the asphalt pavement, selective replacement of curb and gutter, new hydrants and gate valves, sanitary sewer spot repairs, storm sewer repairs, and new sump pump drain line. Sidewalk is proposed for Countryside H based on the Active Routes to School (ARTS) plan.

Regarding selective replacement of curb and gutter, member Olson said the old and new looks like patch work when it is completed and asked what the savings was from doing it this way. City engineer Millner said their rule of thumb is if 50% or more of the curb and gutter is in bad shape everything is replaced or if it is a watermain driven project, otherwise it would be expensive to replace everything. Member Janovy said residents' value aesthetics so staff should consider replacing everything if cost is not too unreasonable. He said curb and gutter is funded from the Storm Sewer Fund and it would be very costly.

Discussion ensued about the placement of the sidewalk in the Countryside H project area. Member Janovy thought they had prior discussion about adding the sidewalk to the school or park side. Planner Nolan said there are fewer impacts on the school and park side but the trips are generated on the side where the houses are. A combination of east/west sidewalk might be better. Staff is still evaluating placement.

Member Bass asked if staff knew where the children on Vernon Lane attended school. She said the ETC talked about making connections when possible to make it easier for students to be able to walk/bike and since Merold Drive is being constructed she asked if it would be possible to create a path to Vernon Lane. Member LaForce said the connection would be good for all pedestrians in the area to be able access Bredesen Park. Staff will check to see if there is an existing easement.

Member LaForce asked why Arden Park D was not presented and city engineer Millner said they are still looking at utility design, sidewalks and another public meeting. Member LaForce asked why the sidewalks went to City Council and bypassed the ETC and Mr. Millner said City Council asked about the sidewalks at last council meeting and current vehicle counts does not warrant sidewalks so they voted to remove them. Staff is still planning to reduce the roadway width from 30-ft to 27-ft (the standard width). He said this neighborhood is a watermain driven project so the entire curb and gutter will be replaced and this gives them the opportunity to narrow the roadway width. Member Janovy said it was brought up earlier that this neighborhood is being treated differently and it seems like it is because the curb and gutter is being replaced. Mr. Millner agreed and added that it is also because they knew the Living Streets policy would be approved and at an earlier workshop they sought City Council's input to implement elements of the plan and they were in favor.

MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 23, 2014
6:00 P.M.

ROLL CALL Answering roll call were members Bass, Campbell, Iyer, Janovy, Nelson, Olson, Rummel, Spanhake and Whited.

ABSENT Members Boettge and LaForce.

REPORTS/RECOMMENDATIONS

2015 Neighborhood Reconstruction Project Draft Engineering Reports

Planner Nolan said last month assistant city engineer Wrase presented the 2015 projects and tonight he would take feedback to bring back to staff.

Discussion – Countryside H

Chair Bass asked if the school district commented on the sidewalk. Planner Nolan said both Millner and Wrase has been meeting with the school district and has a verbal agreement for an easement for the sidewalk and they're also talking about an ADA compliant access where the steps are in exchange for the sidewalk that was going to go in on the Benton Ave side.

Member Olson asked what would be the additional cost for replacing the entire curb and gutter if residents were willing to pay for it instead of replacing sections and having it look like patchwork.

Member Janovy noted that the streets width is 30 ft. and they are choosing to leave the curb and not reduce the streets to 27 ft. She said this is inconsistent. Planner Nolan said this is a cost issue and how much of the utility fund they would be able to use or is willing to put towards curb and gutter. He said further that there probably should be language in the Living Streets plan to address exceptions like this and that the policy talks about being sensitive to context and one may be fiscal context.

Member Janovy asked if lighting was reviewed for the sidewalk. Additionally, member Spanhake said it looks like a couple places could be very dark and ask how the decision is made to add streetlights.

Discussion – Prospect Knolls B

Member Spanhake said it was noted on the questionnaire that people run the stop signs at Gleason & Schey and asked if this was the intersection they discussed last month and decided that a broader discussion on traffic calming was needed. Chair Bass said yes, but Gleason is not a part of this project. At the same intersection, Chair Bass said in the questionnaire, a resident requested a wheelchair ramp and asked if there was a curb ramp there now. Planner Nolan does not believe there is one now but said staff is working on an ADA compliant policy that would address this and he would see if this could be fit in with the project.

Under proposed improvements – sidewalks, Member Janovy suggested deleting the current language and replace or add this to it - 'Sidewalks are not shown on the approved sidewalk map.' The suggestion is the same for Dewey Hill G.

Discussion - Dewey Hill G – see above.